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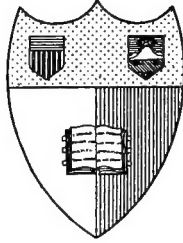
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BERNARD ALBERT SINN
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NAVAL HISTORY AND BIOGRAPHY

THE GIFT OF
BERNARD A. SINN, '97
1919

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. JOHN D. LONG, Secretary of the Navy,
BY
PROF. EDWARD K. RAWSON, U. S. NAVY,
SUPERINTENDENT NAVAL WAR RECORDS,
COMMANDER GEORGE P. COLVOCORESSES, U. S. NAVY,
AND
MR. CHARLES W. STEWART.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 13.
SOUTH ATLANTIC BLOCKADING SQUADRON
FROM MAY 14, 1862, TO APRIL 7, 1863.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1901.

CONTENTS OF PRECEDING VOLUMES.

VOLUME 1.

Operations of the cruisers from January 19, 1861, to December 31, 1862.

VOLUME 2.

Operations of the cruisers from January 1, 1863, to March 31, 1864.

VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

VOLUME 4.

Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic Coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

VOLUME 5.

Operations on the Potomac and Rappahannock rivers from December 7, 1861, to July 31, 1865. Operations of the Atlantic Blockading Squadron from April 4 to July 15, 1861.

VOLUME 6.

Operations of the Atlantic Blockading Squadron from July 16 to October 29, 1861. Operations of the North Atlantic Blockading Squadron from October 29, 1861, to March 8, 1862.

VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

Operations of the North Atlantic Blockading Squadron from May 5, 1863, to May 5, 1864.

VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6, to October 27, 1864.

VOLUME 11.

Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

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P R E F A C E .

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Prof. J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent.

On November 18, 1901, Commander George P. Colvocoresses was detached from this office and ordered to sea.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful

searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twelfth volume of the records (Series I, vol. 12), which has recently been published by the Department, gives the operations of the North Atlantic Blockading Squadron from February 2 to August 3, 1865; and the operations of the South Atlantic Blockading Squadron from October 29, 1861, to May 13, 1862. The present volume (Series I, vol. 13), gives the operations of the South Atlantic Blockading Squadron from May 14, 1862, to April 7, 1863.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part, the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

EDWARD K. RAWSON,
GEORGE P. COLVOCORESSES,
CHARLES W. STEWART,
Compilers.

NAVY DEPARTMENT,

Washington, D. C., December, 1901.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one

thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records, or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

Cooperation of the Navy in the attempts to relieve Fort Sumter.

Abandonment and destruction of the Norfolk Navy Yard.

Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

Potomac Flotilla, under Commander Ward, U. S. N., 1861.

Potomac Flotilla, under Captain Craven, U. S. N., 1861.

Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

Potomac Flotilla, under Commodore Harwood, U. S. N., 1862-1863.

Potomac Flotilla, under Commander Parker, U. S. N., 1863-1865.

5. Atlantic Blockading Squadrons, 1861-1865.

Atlantic Blockading Squadron, under Flag-Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

*Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

*Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

*Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

*Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

XVI ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
 - * Mobile Defenses, under Flag-Officer Randolph, C. S. N.
 - Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
 - * Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
 - * Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
 - * Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
 - * Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
 - * Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
 - * Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

*UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING
QUADRON, MAY 14, 1862, TO APRIL 7, 1863.*

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Adirondack	Second ..	1,240	Screw sloop	183	9
Alabama	Third	1,261	Side-wheel steamer	175	9
Albatross	Fourth	378	Screw steamer	83	5
America	Fourth	100	Yacht	9	3
Augusta	Third	1,310	Side-wheel steamer	157	10
Bibb .....	.....	.....	Coast-Survey steamer	35	.....
Bienville	Second ..	1,558	Side-wheel steamer	185	11
Braziliera	Fourth	540	Bark	68	5
C. P. Williams	Fourth	210	Mortar schooner	45	3
Canandaigua	Second ..	1,395	Screw sloop	163	10
Caswell .....	.....	.....	Coast-Survey steamer .....	.....	.....
Catskill	Third	844	Ironclad steamer	74	2
Cimarron	Third	860	Side-wheel steamer	122	10
Columbine	Fourth	133	Screw steamer	24	2
Commodore McDonough	Fourth	532	Side-wheel steamer	75	6
Commodore Morris	Fourth	532	do	88	6
Conemaugh	Third	955	do	125	9
Courier	Fourth	554	Sailing ship	82	3
Crusader	Fourth	545	Screw steamer	79	7
Daffodil	Fourth	160	Steam tug	28	2
Dale	Fourth	566	Sailing sloop	50	3
Dandelion	Fourth	111	Screw steamer	22	2
Darlington	Fourth	300	Side-wheel steamer	23	.....
Dawn	Fourth	399	Screw steamer	34	2
E. B. Hale	Fourth	192	do	50	5
Ellen	Fourth	341	Side-wheel steamer .....	.....	4
Fernandina	Fourth	297	Bark	79	5
Flag	Third	963	Screw steamer	140	9
Flambeau	Third	900	do	92	5
Florida	Third	1,261	Side-wheel steamer	150	8
G. W. Blunt	Fourth	121	Schooner	16	1
Gem of the Sea	Fourth	371	Bark	65	6
Gemsbok	Fourth	622	do	100	7
Henry Andrew	Fourth	177	Screw steamer	49	3
Hope	Fourth	134	Schooner	13	1
Housatonic	Second ..	1,240	Screw sloop	160	13
Huron	Fourth	507	Screw steamer	76	4
Iro	Fourth	895	Sailing ship	115	9
Isaac Smith	Fourth	453	Screw steamer	56	9
James Adger	Third	1,151	Side-wheel steamer	120	8
Keokuk	Third	677	Ironclad steamer	92	1
Keystone State	Third	1,364	Side-wheel steamer	163	10
Kingfisher	Fourth	450	Bark	95	5
Lodona	Third	860	Screw steamer	97	7
Madgie	Fourth	218	do	45	3
Marblehead	Fourth	567	do	81	4
Massachusetts	Fourth	1,155	do	150	7
Memphis	Third	791	do	100	7
Mercedita	Third	776	do	121	9

UNITED STATES VESSELS OF WAR SERVING IN THE SOUTH ATLANTIC BLOCKADING SQUADRON, MAY 14, 1862, TO APRIL 7, 1863—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Mercury.....	Fourth...	187	Side-wheel steamer.....	45	2
Midnight.....	Fourth...	386	Bark.....	70	7
Mohawk.....	Fourth...	459	Screw steamer.....	65	8
Mohican.....	Third...	994	do.....	150	7
Montank.....	Third...	844	Ironclad steamer.....	67	2
Nahant.....	Third...	844	do.....	76	2
Nantucket.....	Third...	844	do.....	85	2
New Ironsides.....	First...	3,486	Screw steamer.....	449	20
Norfolk Packet.....	Fourth...	349	Mortar schooner.....	40	4
Norwich.....	Fourth...	431	Screw steamer.....	80	6
O. M. Pettit.....	Fourth...	165	Side-wheel steamer.....	30	2
Onward.....	Fourth...	874	Sailing ship.....	120	8
Ottawa.....	Fourth...	507	Screw steamer.....	90	5
Para.....	Fourth...	190	Mortar schooner.....	34	3
Passaic.....	Third...	844	Ironclad steamer.....	70	2
Patapsco.....	Third...	844	do.....	72	2
Patroon.....	Fourth...	183	Screw steamer.....	49	5
Paul Jones.....	Third...	863	Side-wheel steamer.....	148	9
Pawnee.....	Second...	1,289	Screw steamer.....	151	11
Pembina.....	Fourth...	507	do.....	96	4
Penguin.....	Fourth...	389	do.....	71	7
Planter.....	Fourth...	300	Side-wheel steamer.....	.....	2
Pocahontas.....	Third...	694	Screw steamer.....	90	6
Potomska.....	Fourth...	287	do.....	77	5
Powhatan.....	First...	2,415	do.....	273	19
Quaker City.....	Second...	1,600	Side-wheel steamer.....	163	9
Relief.....	Fourth...	468	Storeship.....	49	8
Rescue.....	Fourth...	111	Screw steamer.....	20	1
Restless.....	Fourth...	265	Bark.....	77	5
Rhode Island.....	Second...	1,517	Side-wheel steamer.....	157	11
Roebuck.....	Fourth...	455	Bark.....	65	5
Sebago.....	Third...	832	Side-wheel steamer.....	156	6
Seneca.....	Fourth...	507	Screw steamer.....	84	4
Shepherd Knapp.....	Fourth...	838	Sailing ship.....	94	8
South Carolina.....	Third...	1,165	Screw steamer.....	105	8
Stettin.....	Fourth...	500	do.....	72	5
Sumpter.....	Third...	460	do.....	61	5
Unadilla.....	Fourth...	507	do.....	90	6
Uncas.....	Fourth...	192	do.....	62	5
Valparaiso.....	Fourth...	402	Ship.....	36	.....
Vandalia.....	Third...	700	Sailing ship.....	124	22
Vermont.....	First...	2,633	Ship of the line.....	153	24
Vixen.....	Fourth...	300	Coast-Survey steamer.....	41	2
Wabash.....	First...	3,274	Screw steamer.....	568	48
Wamsutta.....	Fourth...	270	do.....	75	5
Water Witch.....	Fourth...	378	Side-wheel steamer.....	73	3
Weehawken.....	Third...	844	Ironclad steamer.....	72	2
Western World.....	Fourth...	441	Screw steamer.....	86	5
Wissahickon.....	Fourth...	507	do.....	80	4
Wyandotte.....	Fourth...	458	do.....	68	5

CALENDAR.

1862.

MAY.							JUNE.							JULY.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3	1	2	3	4	5	6	7			1	2	3	4	5
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30						27	28	29	30	31		

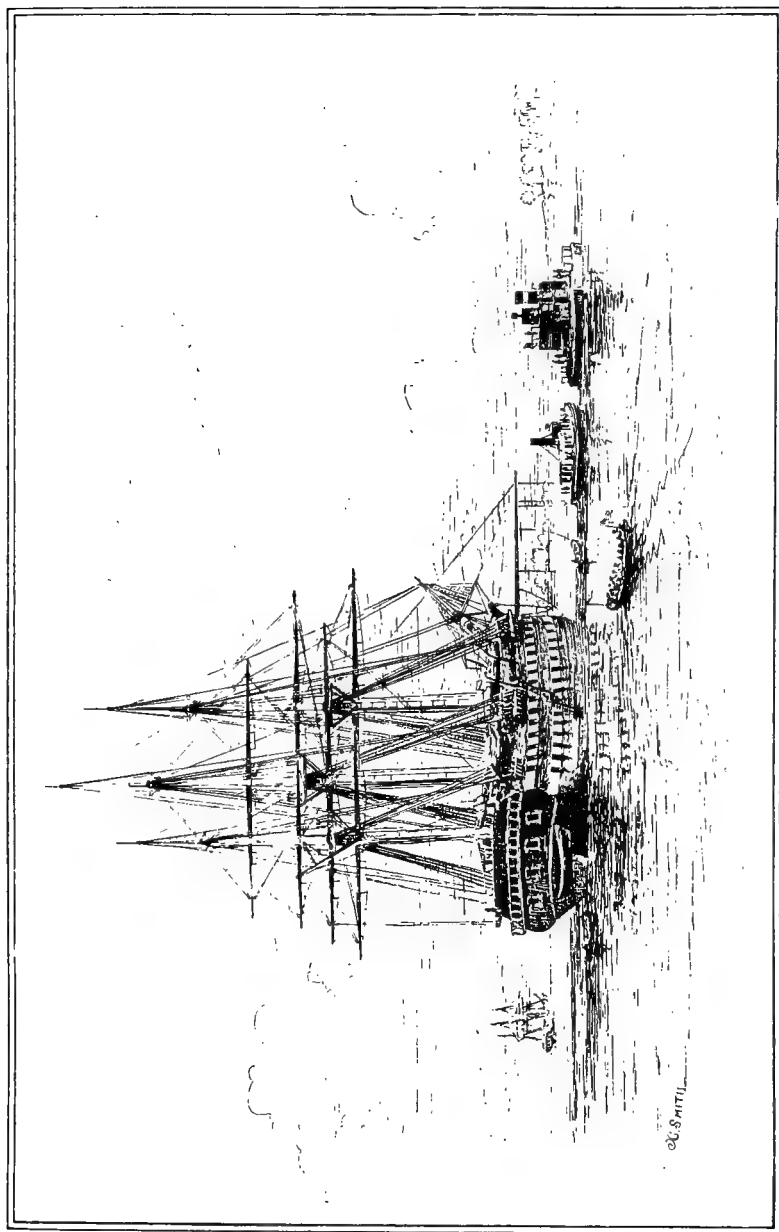
AUGUST.							SEPTEMBER.							OCTOBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
					1	2		1	2	3	4	5	6				1	2	3	4
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31	
31																				

NOVEMBER.							DECEMBER.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
						1		1	2	3	4	5	6
2	3	4	5	6	7	8	7	8	9	10	11	12	13
9	10	11	12	13	14	15	14	15	16	17	18	19	20
16	17	18	19	20	21	22	21	22	23	24	25	26	27
23	24	25	26	27	28	29	28	29	30	31			
30													

1863.

JANUARY.							FEBRUARY.							MARCH.						
Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.	Sun.	M.	T.	W.	T.	F.	Sat.
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28
25	26	27	28	29	30	31								29	30	31				

APRIL.						
Sun.	M.	T.	W.	T.	F.	Sat.
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



UNITED STATES SHIP VERMONT.

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM MAY 14, 1862, TO APRIL 7, 1863.

SOUTH ATLANTIC BLOCKADING SQUADRON.

FROM MAY 14, 1862, TO APRIL 7, 1863.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, transmitting report regarding the liquor traffic.

U. S. S. PAWNEE,
Fernandina, [Fla.], May 14, 1862.

MY DEAR COMMODORE: I send with this a report on the subject of liquor dealing in our vessels, which I really think might be stopped to the advantage of your squadron. So long as the article is permitted on board of a vessel for sale, I don't care what the regulations are, it will find its way into improper hands.

I went, on the 12th, in the *Darlington*, inland as far as Nassau, [Fla.], to search for a gun, which I understood to have been buried there at the fort immediately after our occupation of this place, and which I found after a little probing of the ground, as well as a quantity of shot. The gun was an army 32, made at Tredegar foundry in 1846. I had it removed to the beach and brought to Fernandina the next day, with its garrison carriage complete, after burning the works on the point of Talbot Island. Mr. Mattair, who was with me, says that the bar has moved a half mile northerly in the last two years. I could, however, perceive no entrance, as the breakers extended the whole way across.

Nothing new here except that, with every care, fever is making its appearance on board in a mild form. I have fixed up a hospital on shore, however, and hope by keeping the sick from the well to stop it. So far it has shown itself principally in the old fever and ague cases of the Potomac.

Very truly, yours,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
U. S. S. Wabash.

[Enclosure.]

U. S. S. PAWNEE,
Fernandina, May 11, 1862.

SIR: I would beg leave to call your attention again to the trouble that is caused both ashore and afloat by the traffic in spirituous liquor, which is fast becoming legalized through the private traders and our own sutlers, who both come out with regular permission to deal in this article, so injurious at all times to the sailors and soldiers, but doubly so at present, when the least imprudence brings on the fever of the country. The last case in point is that of the *Massachusetts*, from which vessel liquor enough found its way on shore to create quite an

uproar in a place which has lately been remarkably quiet. I do not consider the sutler of that vessel to blame, as I have no reason to suppose that he sold directly to either sailors or soldiers, but the fact is positive that some way or other the liquor always reaches these in the end. Two dollars a bottle and more for most wretched stuff, worth perhaps 10 cents, having a wonderful power to bring it within their reach, and I must confess to a slight feeling of shame when I think that an American man-of-war, which the *Massachusetts*, as well as the others of like character are, can be pointed at by the soldiers as liquor traders under the protection of the Government.

Another consequence of this traffic is that all others, not so lucrative, lose their charm, and the supplies which would really tend to add to the comfort of the officers and crews will be left out (which is, I think, becoming the case now) to give place to spirit, which, itself, is of the worst possible quality and at exorbitant prices. As I mentioned before, should the officers of the various squadrons really require anything of the kind, Adams Express offers them every facility to get it of a drinkable quality, and I am satisfied, from what I see here already, that nothing but the greatest care in keeping the men from excesses of any kind will enable us to retain the vessels this summer in a healthy condition. In view of this, I would suggest that the steamers fitted out by the Government be prohibited from bringing liquors to sell. A private vessel we can, to a certain extent, look out for, by placing guards on board, but are helpless with the others.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Commanding Pawnee.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Squadron, U. S. S. Wabash.

Order of the Acting Secretary of the Navy to Commander Strong, U. S. Navy, commanding U. S. S. Flag, to proceed with that vessel to Port Royal, S. C.

NAVY DEPARTMENT, *May 14, 1862.*

SIR: So soon as the U. S. S. *Flag*, under your command, is ready for sea, proceed with her with all practicable dispatch to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant.

G. V. FOX,

Acting Secretary Navy.

Commander JAS. H. STRONG, U. S. Navy.

Commanding U. S. S. Flag, Baltimore, Md.

Report of Flag-Officer Du Pont, U. S. Navy, of the arrival of the U. S. S. Dawn off Port Royal Harbor, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 14, 1862.

SIR: I have the honor to report the arrival this morning [of] the U. S. S. *Dawn* for service in this squadron, having passed nine days

at Hampton Roads in repairing her machinery, which is still very much out of order and will require further repairs.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Acting Secretary of the Navy, to Flag-Officer Du Pont, U. S. Navy, regarding the sending of prizes to Boston for adjudication

NAVY DEPARTMENT, May 15, 1862.

SIR: The Department calls your attention to the fact that of the numerous prizes taken by the blockading squadron only three of them have been sent to Boston. A fair proportion of the prizes should be sent to that port for adjudication.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

*General order of Flag-Officer Du Pont, U. S. Navy, authorizing the enlistment of contrabands.**

GENERAL ORDERS, {
No. 11.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 15, 1862.

The hot season on this coast, now approaching, renders it advisable that acclimated persons be employed on board of the ships of this squadron in such duties as involve much exposure to sun and heat, such as boat service and work in the engine rooms.

The commanding officers are therefore authorized to enlist contrabands, with their consent, on their respective vessels, rating them as boys at \$8, \$9, and \$10 per month, and one ration, this privilege to be exercised with sound discretion.

A monthly return of the number so employed will be made to the flag-officer.

Respectfully, etc..

S. F. DU PONT,
Flag-Officer.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, for a reconnoissance in Stono Inlet.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 15, 1862.

SIR: From information brought by the *Planter*, the rebels are abandoning a portion, certainly, of their defenses in Stono. The battery on Cole's Island I have no doubt has been left, and I deem it highly probable they are abandoning Old Battery opposite Legaréville.

* For order of Navy Department see Series I, vol. 7, p. 294.

I recommend a reconnoissance to be made by two or more gunboats, which you can take yourself or send the senior gunboat officer in charge.

The tide serves in the morning, and if you find matters as I hope you will, then I desire you to send back a portion of the force to their stations on the blockade, for the moon is now waning, and attempts will be renewed to run it.

Huron will join you, I hope, to-morrow; *Alabama* the next day, and the *Dawn* in three days.

Lieutenant Commanding Bankhead has a recent chart of Stono.

Respectfully, etc..

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. James Adger, Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Bankhead, U. S. Navy, commanding U. S. S. Pembina, regarding blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 15, 1862.

SIR: You will please proceed with the *Pembina* under your command off Charleston and report to Commander Marchand on board the U. S. S. *James Adger*, senior officer, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. P. BANKHEAD,
U. S. S. Pembina, Port Royal.

Order of Commander Marchand, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to blockade duty at Rattlesnake Shoal.

U. S. S. JAMES ADGER,
Off Charleston, May 15, 1862.

SIR: You will be pleased to proceed immediately to the U. S. S. *Keystone State*, to the northward and eastward of the Rattlesnake Shoal, and deliver the accompanying communication to Commander Le Roy.

It is an order for his return to Port Royal, and I desire that you will occupy his position on the blockade.

Possibly the *Unadilla* may be detained one night off Stono Inlet, hence you may have the duties of two steamers to perform.

I would thank you to say to Captain Le Roy that I particularly desire that he would show himself off Stono Inlet on his way to Port Royal as early in the morning as possible, as a reconnoissance of that place is in view.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville.

Order of Commander Marchand, U. S. Navy, to Commander Parrot, U. S. Navy, embodying instructions as to blockading vessels.

U. S. S. JAMES ADGER,
Off Charleston, May 15, 1862.

SIR: To-morrow morning it is my intention to take passage in the *Pembina* for Stono Inlet, leaving this ship here to furnish the *Restless* with water.

The *Unadilla* is expected early in the morning to take in coal from the schooner. You will please to order her off Stono immediately instead of taking in coal.

Instructions will be given by me to-morrow morning to the *Bienville* to carry orders to Commander Le Roy in the *Keystone State* to proceed immediately to Port Royal, and the *Bienville* to take the latter's place off Dewees Inlet and the east end of Rattlesnake Shoal.

Every effort will be made for the return of the *Unadilla* to resume her station to the northward and eastward of the Rattlesnake Shoal to-morrow night, and it is particularly desirous that the *Restless* should regain her station off Bull's Bay before night.

If possible, I would wish you to run down off Stono Inlet as early in the morning as possible after giving the above instructions.

Should the *Unadilla* not have thirty-six hours' coal, please send the *Flambeau* in her stead, but the *Unadilla* is preferable.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Commander E. G. PARROTT,
Commanding U. S. S. *Augusta*.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 16, 1862.

SIR: You will please proceed with the *Alabama* under your command off Charleston and report for blockading duty to the senior officer in charge.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. LANIER,
U. S. S. *Alabama*, Port Royal.

[Order of same date and like tenor to Lieutenant Downes, U. S. Navy, commanding U. S. S. *Huron*.]

Letter from the Acting Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, transmitting copy of reply of the Department to Senate resolution concerning the blockade of the South Atlantic coast.

NAVY DEPARTMENT, May 17, 1862.

SIR: I transmit herewith a copy of the reply of the Department to the resolution of the Senate, communicated to it through the chairman

of the Committee on Naval Affairs, making enquiry concerning the blockade of the southern Atlantic coast, particularly the port of Charleston.

I am, respectfully, your obedient servant,

G. V. Fox,

Acting Secretary.

Flag-Officer SAML. F. DU PONT.

[Enclosure.]

NAVY DEPARTMENT, *May 9, 1862.*

SIR: I have the honor to acknowledge the receipt of your communication of the 3d ultimo, transmitting the following resolution, which had been presented to the Senate and referred to the Naval Committee:

Resolved, That the Committee on Naval Affairs be instructed to enquire whether there has been any laxity on the part of our naval officers charged with blockade of the southern Atlantic coast, and particularly at the port of Charleston, and whether there be any foundation in truth for the statement made by the British consul to his Government that armed troopships of the Confederate States, carrying munitions of war, have been allowed to go in and out of Charleston and no attempt made to stop them, and the committee have power to send for persons and papers.

You request me in behalf of the committee to communicate all the facts within the knowledge of the Department relative to the matter enquired of in the foregoing resolution, and also that I would, as early as practicable, obtain from the naval officers stationed near Charleston and charged with the blockade of that port, a full and explicit statement touching the same subject of enquiry.

The special duty of enforcing the blockade of the southern Atlantic coast, including the port of Charleston, is committed to Flag-Officer Samuel F. Du Pont. On the flag-officers, respectively, as the committee are aware, devolves the duty of stationing and relieving vessels before the ports blockaded. They also direct the movements of cruisers attached to the squadrons which guard the coast, and they likewise command and issue orders in relation to such expeditions as may be set on foot by the Navy alone, or in conjunction with the Army, for capturing and holding any place or territory situated upon navigable waters.

In all these various and arduous duties, commencing with the seizure of Port Royal, when he first entered upon his present responsible service, Flag-Officer Du Pont, and the officers and men constituting his command, have acquitted themselves in a manner eminently satisfactory to this Department, and I trust equally so to the Senate and the country. That there have been instances when the blockade has been evaded can not be questioned, and my surprise is that, under the difficulties and embarrassments of the service, the extended and double coast that had to be guarded, the necessities of the people, the inducement of high prices to adventurous parties, and the contrivances and assistance rendered by certain foreign agents, that the violations have not been vastly more numerous.

Besides strictly enforcing the blockade, the Southern Atlantic Squadron, assisted in some instances by the Army, has captured and taken possession of the entire coast from Bay Point to St. Augustine, embracing the whole seaboard of the State of Georgia, no inconsiderable portion of South Carolina, and the eastern shore of the Florida peninsula. As soon as the important points on this extended coast

can be guarded by the Army, and our naval forces to that extent relieved, a larger number of vessels can be concentrated before Charleston and other difficult points which are still held by the rebels.

There have been occasions when the extraordinary demands upon the squadron in some of its important expeditions have compelled the flag-officer to detach for a brief period some portion of the force stationed before Charleston, but not to such an extent as to render the blockade inefficient. The labors of Flag-Officer Du Pont, and his entire command, have been incessant, exhibiting an energy, vigilance, and power unsurpassed in the annals of naval warfare. I should extremely regret if the misstatements of a partisan agent of a foreign Government, himself sympathizing with the rebels, were to cast a shadow over the just fame of those gallant officers in the American Senate, or lessen it in the estimation of their countrymen.

It is due to the distinguished flag-officer, whose brilliant achievements and great services have won for him a reputation that has made his name the property of his country, that his acts should not be defamed or misunderstood. When the difficulties which he has been compelled to encounter are considered, the value of his services can scarcely be overestimated.

I have adverted to occasions when he has been compelled to concentrate his whole available force at particular points, to consummate successfully important expeditions, and there have been times when the Department, under imperious necessity, has detached vessels from the South Atlantic and other squadrons, to carry forward to completion movements elsewhere. In the recent emergency, it became necessary to reinforce the fleet at Hampton Roads, and in order to strengthen the Western Gulf Squadron, so as to make certain of the capture of New Orleans, and give us possession of the Lower Mississippi, the very best material of the Navy which could be spared from either squadron, the South Atlantic as well as others, was ordered to Flag-Officer Farragut's command. These movements were made necessary by great exigencies and must, unavoidably, have weakened in some degree the squadrons from which the vessels have been detached. That the blockade continued to be effective, is demonstrated by constantly enhancing prices. These facts are better evidences to my mind of the efficiency of the blockade and of the energy and fidelity of our officers than the testimony of the British consul at Charleston to the contrary.

I submit herewith a copy of a dispatch* of Flag-Officer Du Pont in answer to a communication addressed to him enclosing the resolution which the Senate referred to the Naval Committee.

I am, sir, very respectfully, your obedient servant,

GIDEON WELLES.

HON. JOHN P. HALE,

Chairman Committee on Naval Affairs, United States Senate.

* See Series 1, vol. 12, p. 771.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, to proceed to St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

SIR: You will please proceed, as soon as ready for sea, with the *Dawn* under your command to St. Simon's Sound and report for duty to Commander S. W. Godon, of the *Mohican*, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. G. CLARY,
U. S. S. *Dawn*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eytonge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to proceed to blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

SIR: You will please proceed with the U. S. armed ship *Shepherd Knapp* under your command off Charleston and report for blockading duty to the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant H. ST. C. EYTINGE,
Comdg. U. S. Ship *Shepherd Knapp*, Port Royal, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Naval Constructor Lenthall, U. S. Navy, regarding the yacht America.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

SIR: I had written to ask the Department to express some wish as to the disposition of the yacht *America*, but not having a reply, I find I can make her very useful here as a blockading vessel.

May I ask the Bureau to allow her a suit of sails, and enclose a draft of the same; also the card of the sailmaker who made her original set, though I presume they can be made in the yards quite as well.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

J. LENTHALL, Esq.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Williamson, U. S. Navy, commanding U. S. S. Penguin, to proceed with that vessel to New York.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

SIR: The term of service of the crew of the *Penguin* expiring this month and in June, you will prepare for sea and leave as soon as you

are ready and proceed to New York and report your arrival to Flag-Officer Paulding, commandant of the navy yard, and to the Secretary of the Navy through him.

You will receive from the *Vermont* such invalids and others as may be directed to go on board the *Penguin* for passage north.

On your way you will please to call in at St. Helena Sound and communicate with Lieutenant Commanding Truxtun and receive from the *Dale* such men whose terms of service expire in May and in the first days of June.

You will transfer in exchange all such men on board the *Penguin* whose terms of service extend beyond the period above mentioned, May and June.

You will also transship to the *Dale* all the provisions and stores not required for the *Penguin*, retaining a sufficient quantity, at your discretion, for a reasonable passage home.

With the expression of my satisfaction at the faithful manner in which you have performed your duties during the brief period that you have been under my command, and wishing you a pleasant passage home,

I am, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding WILLIAMSON,
U. S. S. Penguin, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Rockwell, commanding U. S. schooner Hope, to proceed to Fernandina, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

SIR: You will please proceed with the *Hope* under your command to Fernandina and report to Commander Drayton, touching, however, on your way at Wassaw and St. Simon's, delivering at each of these places the mails.

Respectfully, etc..

S. F. DU PONT,
Flag-Officer.

Acting Master Commanding ROCKWELL,
U. S. Schooner Hope, Port Royal.

Order of the Acting Secretary of the Navy to Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina, to proceed to blockade duty.

NAVY DEPARTMENT, *May 17, 1862.*

SIR: When the U. S. bark *Fernandina* is in all respects ready for sea, proceed with her with all practicable dispatch to Port Royal, S. C., and report to Flag-Officer S. F. Du Pont for duty in the South Atlantic Blockading Squadron.

Before sailing transmit to the Department a muster roll of the crew and a separate list of the officers of the *Fernandina*.

I am, respectfully, your obedient servant,

G. V. Fox,
Acting Secretary.

Acting Master EDWARD MOSES, U. S. Navy,
Commanding U. S. Bark Fernandina, Baltimore.

Letter from Flag-Officer Du Pont, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding intercourse with army transports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 17, 1862.

GENERAL: I received last evening a communication from Lieutenant Commanding Rhind, with enclosures, copies of which are herewith submitted.

A misunderstanding somewhat similar occurred a short time since in St. Helena Sound between another transport and Lieutenant Commanding Truxtun, of the *Dale*, in reference to which I wrote to Major-General Hunter.

It is my purpose now to issue an order that the ships of my squadron shall in future avoid all intercourse with the army transports. I prefer infinitely giving up all issues on the questions involved, considering it of much less moment for a vessel to run by and land arms for the rebels than that the harmony existing between the two services should be disturbed in the slightest degree.

As intimated in my communication to Major-General Hunter, in war times small men-of-war on detached service may be considered pickets on the water, and as Government transports are frequently dependent upon them for assistance in case of accident and for protection in case of danger, their officers should be treated with ordinary courtesy whenever they happen to board them. The captains of these transport steamers are much more sensitive than I am, for I am stopped by your pickets with my flag and ensign flying in my boat and made to show a pass, though I have been six months here; and this I deem right.

But, as I said above, no transport shall be boarded by any vessel of this squadron, if she is known to be such, and the order will be imperative, whether before or after anchoring.

Yet, general, I can not pass over the gratuitous insult, not to the boarding officer for any offense of his if he committed one, but to the Navy generally and this squadron in particular, from myself down, offered by the captain of the *Delaware*. General Wright very properly ordered him under arrest, and I hope to have the satisfaction of hearing that he has been discharged from the Government service.

This is not the first time that my officers have had to complain of such conduct.

The master of the *Mayflower* grossly insulted Commander Steedman, of the *Bienville*, before you assumed the command. A report was made to Brigadier-General Sherman and to Captain Saxton, chief quartermaster, but the man was in no manner reprehended.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Brigadier-General H. W. BENHAM,
Comdg. Northern District, Dept. of the South,
Headquarters Hilton Head, S. C.

General order of Flag-Officer Du Pont, U. S. Navy, regarding the boarding of army transports.

GENERAL ORDERS, {
No. 12. }

FLAGSHIP WABASH,
Port Royal Harbor, May 17, 1862.

Hereafter no army transport shall be boarded by the vessels of this squadron on any of the blockading stations, where she is known to be such, either before or after anchoring.

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, proposing a method of attack on the defenses of Charleston, S. C.

U. S. S. JAMES ADGER,
Off Charleston, May 19, 1862.

SIR: In a conversation I had the honor to hold with you this morning, it is possible that I had not conveyed my ideas with regard to the reduction of Charleston so as to be understood, hence I will repeat:

I deem that Fort Johnson is the key of Charleston. An army movement toward that place, either across Stono River or from Stono Inlet, will accomplish its reduction.

A slight demonstration by the army from the eastward, either by Dewees or Price's inlets, moving toward Mount Pleasant, would hold in check the forces at Fort Moultrie and on Sullivan's Island.

Should Fort Johnson be taken, the obstructions in the harbor would prevent communication by water between Charleston and Forts Sumter and Moultrie and the batteries on Sullivan's and Morris islands.

Having at present, with the naval forces under my charge, the virtual possession of Stono Inlet, from which a forward movement of the army toward Fort Johnson can at any moment be made, I have daily hopes of getting some of the gunboats across the bar into Stono Inlet. Should that be unsuccessful, the light-draft steamers you promised will enable me to remove the obstructions in the Stono River a sufficient distance beyond the marshy ground to permit the army to cross that river from North Edisto, and possibly, by an interior communication pointed out to-day by Mr. Boutelle from Stono Inlet, another detachment of the army may be landed on hard ground between the Stono River (where it is surmised the main body of the army will cross that narrow stream) and Fort Johnson.

To disembark detachments of the army either at Dewees or Price's inlets or at Bull's Bay, to make a demonstration against Fort Moultrie or control Sullivan's Island, the means are not within my power, having neither light-draft vessels, launches with guns to protect the debarkation, nor a sufficient knowledge of the water communication from the sea through the marshes to firm ground.

From all information received, I am impressed with the belief that the enemy expects an attack upon Charleston by the naval forces and have removed many of the inland defenses with that view, particularly constructing and arming with the removed guns a formidable defensive fort on the middle ground in the harbor, and building a strong battery near Cumming's Point, on Morris Island, to prevent the passage of men-of-war through the main Ship Channel or by Maffitt's Channel.

There would be no difficulty in silencing the batteries on Sullivan's Island by the naval force now under my charge, but with our wooden vessels attempting to pass the raking fires for miles of the battery on Cumming's Point, Forts Moultrie, Sumter, Johnson, and the new one on the middle ground, each of which would have to be passed within a few hundred yards, might be utterly destructive and mortifying to us.

Permit me again to repeat that Fort Johnson is the key of Charleston and its defenses at the present time.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, regarding the request of Brigadier-General Benham, U. S. Army, for gunboats.

U. S. S. WABASH,

Port Royal, May 20, [1862].

MY DEAR SIR: Everything is going on well here. Baldwin seems scrupulously anxious to learn your wishes and to execute them promptly. The *Henry Andrew* has arrived and is now getting in coals and provisions, and patching her boiler. I have just received a note from Baldwin, saying that "General Benham wants two gunboats near Jones Island and Wassaw. Do you think it would be advisable to send the *Dawn* and *Andrew* there in compliance with the request?"

I have replied that unless some emergency has occurred at Wassaw since the flag-officer left here, which I do not believe to be the case, I should not divert the *Dawn* from the station to which she has been assigned, for, if General Benham was anxious for any cooperation at Wassaw, he should have consulted you in good season. As to the *Andrew*, I suggested that if she was wanted temporarily to protect the removal of the guns from Venus Point, it might be well to send her, but that if the general wished a gunboat stationed near a point which the army was about to abandon on account of its unhealthiness, it would be wise to refuse.

Finally, if General Benham had any plan to execute, in which he wished for naval cooperation, you would be found either at St. Simon's or Fernandina, and that he could seek for you at those places. I have not been at Hilton Head since you left, but I perceive that troops and supplies are being moved to Edisto, where they are landed at night, I am told. I sent an officer yesterday to say to the general that upon receiving his request for a gunboat to go to Jones Island, on Saturday night, you had directed the *Western World* to go if her engine was in working order, but that it was found impossible to get her off, and there was no available vessel in port. Benham told Mr. Pearson that he was very sorry that you had gone, as he had a plan to lay before you, and said something about my going on shore to-day to meet him in relation to it. This of course, I have carefully avoided doing, nor shall I meet him if I can help it during your absence.

He asked Mr. Pearson what transportation for troops we could furnish. * * *

The *Ellen* expects to come off the beach to-night and take in her armament and coals to-morrow. The *Relief* is unloading into the *Valparaíso*, slowly but steadily. * * *

The *Western World* and *Henry Andrew* will be ready in two or three days. The *Dawn* is ready to-night. The *Honduras* brought me notes from Drayton and Ammen, but they contain no important news. Ammen seems full of energy, and evidently has the St. John's River in good order. We have had no arrival since you left. The *Oriental* is expected hourly with General Saxton and a cargo of red breeches. I feel very lonely here since your departure. * * *

I remain, my dear commodore, with great respect, most faithfully yours.

C. R. P. RODGERS.

Flag-Officer DU PONT.

Operations in Stono River, May 20-22, 1862.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. Unadilla.

U. S. GUNBOAT UNADILLA,
Stono River, May 20, 1862.

SIR: I have the honor to inform you that this boat, with the *Pem-bina* and *Ottawa*, safely crossed the bar, entered Stono River, and are at anchor until the tide changes, 1 mile below Legaréville. On our approach the enemy destroyed the large barracks by fire at the battery on the opposite side of the river, showing that the battery or fort is abandoned.

Half a mile above us piles have been driven across the river, which, when the tide changes to ebb, we will endeavor to draw.

Most truly, your obedient servant,

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, commending the gallantry of certain officers of the U. S. Coast-Survey steamer *Bibb*, in capturing a Confederate picket guard.

U. S. S. JAMES ADGER,
Stono River, May 21, 1862.

SIR: In the communication I had the honor to address you this day it was mentioned that 2 officers of the U. S. surveying steamer *Bibb*, with a boat's crew of 5 men, captured 6 soldiers of the Twenty-fourth South Carolina Regiment, who were on picket guard at the old fort opposite Legaréville.

The names of the officers were Messrs. [C. H.] Boyd and [J. S.] Bradford, and [they] deserve much credit for their gallantry and firmness.

I am, sir, very respectfully,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Report of Assistant Boutelle, U. S. Coast Survey, of his inspections and surveys of Stono Inlet, South Carolina, and the capture of prisoners.

U. S. S. BIBB,
Port Royal, S. C., May 22, 1862.

SIR: I have the honor to report that in obedience to your verbal orders of the 17th instant, I left here on Monday morning, May 19, at 2 a. m., and took the mail to the blockading squadron off Charleston. After delivering it we went to Stono Inlet, and at low water on Monday evening and Tuesday morning found and marked the channel. It is somewhat south of its former position and has now $7\frac{1}{2}$ feet at mean low water. The channel is narrow, but perfectly straight over the shoal water. At 11 a. m. on Tuesday the gunboats *Unadilla*, *Ottawa*, and *Pembina* went in safely, having no cast less than 11 feet, about two hours before high water; I piloted the *Unadilla* myself. Mr. Bradford, of the Coast Survey, second officer of this vessel, took in the *Ottawa*, and Captain Bankhead took in his own vessel.

The forts at the mouth of the river offering no resistance, we went up the Stono to the junctions of Stono and Kiawah rivers and anchored to await the arrival of Captain Marchand. In the afternoon we went up the river as far as the barricade opposite Legaréville, where we found a passage 50 feet wide and $4\frac{1}{2}$ fathoms deep. After Captain Marchand had inspected the barricade and the redoubt at Old Battery Island, which the rebels abandoned as we approached, he returned with the *Unadilla* and *Ottawa* to the mouth of Kiawah River, and I went back to the *Bibb*, anchored outside the bar. The buoy schooner had put down two buoys and I left her anchored in the river—to complete the buoying next day.

Wednesday morning I sent in the second cutter, manned by contrabands and in charge of Messrs. Bradford and Boyd, to complete the sounding necessary to buoy the entire channel and to survey the works abandoned by the rebels on the day before. I accompanied them in my gig and superintended placing the buoys, after which I sent the surveying party to the upper redoubt at Old Battery Island and went on board the *Unadilla* to report to Captain Marchand. He desired me to take the vessel up the river, above the barricade, for a reconnoissance. We passed through the opening in the barricade without difficulty, and seeing that the surveying officers had no boat from the gunboats supporting them, I sent my gig in with the crew armed. It was fortunate that I did so, for just as they arrived the officers discovered a picket, consisting of a sergeant, corporal, and 6 men concealed in the bushes and magazine of the fort. They succeeded in capturing 6 prisoners and brought them off to the *Unadilla*, with their arms. The officers were taken entirely by surprise, as the work was supposed to be entirely abandoned. They acted with coolness and courage and were well supported by the men. I enclose a copy of Mr. Bradford's report to me, and a list of the prisoners who have been transferred to the *Wabash*.

After going as far up the river as Captain Marchand desired, I brought the *Unadilla* down the river to the works upon Cole's Island and returned to the *Bibb* outside. This morning, after receiving Cap-

tain Marchand's dispatches for you, I came here, communicating with General Wright at Edisto as we passed that place.

Yours, respectfully,

CHAS. O. BOUTELLE,

Assistant, Coast Survey, Comdg. Surveying Steamer Bibb.

Flag-Officer S. F. DU PONT, U. S. Navy,

Commanding South Atlantic Blockading Squadron.

Report of Subassistent Bradford, U. S. Coast Survey.

U. S. S. BIBB,

Port Royal, S. C., May 22, 1862.

SIR: I have the honor to report to you that yesterday, while on shore at Old Fort [Old Battery], Stono River, in company with Mr. Boyd, a quartermaster, and 5 men of the gig's crew, besides my recorder, we discovered a rebel soldier armed and skulking in the bushes near us. Mr. Boyd, who first discovered him, summoned him to surrender, which he did. He then told us that more men were in the magazine, about 10 feet from us, and at the same time we discovered men near us in the bushes, and cavalry were seen coming down. With Mr. Boyd's aid I called up my 5 men, having at this time none but the recorder and quartermaster with me, and surrounding the magazine captured 6 armed soldiers of the Twenty-fourth [South] Carolina Volunteers, under command of a sergeant, who was with them on picket duty. At this time the U. S. gunboat *Ottawa*, Captain Creighton, discovered the large force near us, and opened with shell and shrapnel, driving them off.

I took the 6 prisoners on board of the gunboat *Unadilla*, Captain Collins, and reported myself and their arrival to you.

The men are now on board of this steamer subject to your disposal, with their arms and equipments, consisting of their muskets, bayonets, and 40 rounds of cartridges.

I can not refrain from specially mentioning the conduct of Quartermaster Thomas Davis, whose bravery when we were first aware of the existence of an enemy so near us, and daring in advancing on them at close range, and exposed to their fire, was so conspicuous as greatly to encourage the rest of our men, and to merit high commendation. All the men displayed great coolness and courage.

I am, sir, very respectfully, your obedient servant,

JOHN S. BRADFORD,

U. S. Coast Survey.

C. O. BOUTELLE, Esq.,

Assistant, U. S. Coast Survey, Commanding U. S. S. Bibb.

Report of Brigadier-General Gist, C. S. Army.

ON THE ROAD, NEAR LEGARÉ'S, *May 20, 1862—2:15 p. m.*

SIR: Two of the enemy's gunboats entered Stono about 12 m., passed along Goat and Cole's islands, shelling, and are now at anchor

around Kiawah Point, in full view of Battery Island, throwing occasional shells in different directions. I have withdrawn the troops from Cole's and from Battery islands and fired the building at both these places. The vessels are just below the obstructions in the river. No one hurt; all property saved. I will keep close watch and report further.

By order of Brigadier-General Gist:

CARLOS TRACY,
Aid-de-Camp.

Captain LEO D. WALKER,
Assistant Adjutant-General.

Report of Lieutenant-Colonel Capers, C. S. Army.

FORT PALMETTO, S. C., *May 20, 1862—12 m.*

CAPTAIN: The schooner evidently brought buoys, for five barges, after being engaged in sounding, went up to her, came off, and have planted a buoy in the channel, or at its mouth, just opposite this fort. The buoy formerly on the bar over *Folly* has disappeared. The largest of the three gunboats is now about to join the two smaller from the direction of Charleston Bar.

E. CAPERS,
Lieutenant-Colonel, Commanding.

Report of Colonel Stevens, C. S. Army.

HEADQUARTERS TWENTY-FOURTH REGIMENT
SOUTH CAROLINA VOLUNTEERS,
Secessionville, S. C., May 21, 1862.

CAPTAIN: In obedience to orders from brigade headquarters, under date of 20th instant, I this morning detailed 60 men from Company E, Captain Jones, and posted them as pickets near Battery Island. The most advanced post was located at the old magazine, at the northernmost end of the Battery Island works, and consisted of 1 sergeant, 1 corporal, and 4 men. The second post was in a thicket some 250 yards nearer the causeway leading from Battery to James Island, and the main support of 20 men was posted in the James Island woods near the road with the relief of 30 men at a point in the rear not far from the old Legaré's settlement.

At about 11 a. m. the sergeant in charge of the advanced picket sent back a messenger to Captain Jones in charge of his support, that a small boat had left one of the steamers lying near the obstructions in the Stono River and was approaching the shore. Before any support could be sent forward one of the enemy's gunboats passed up the river and took a position enfilading the bridge and causeway, where she commenced throwing grape and shrapnel, completely cutting off all communication with the pickets and closing their line of retreat. It is supposed that on finding themselves cut off, and forgetting the barge which had been seen approaching, they entered the magazine to protect themselves from the fire of the vessel and were made prisoners by the landing party. The second picket withdrew in time and

escaped. The fire of the enemy was very severe and penetrated the cover of the detachment in every direction. The men were then very prudently withdrawn until the firing ceased, when they resumed their first positions, except the picket at the magazine, which was not reestablished.

Toward evening I retired the whole picket farther in the direction of Legaré's, one vessel having gone down the river to Cole's Island and the two others dropped down to the line of piles.

I beg to commend to your favorable consideration the men who were captured, and should an opportunity offer for exchange, would be much gratified to have them returned to the regiment—Sergeant Samuel White, Corporal Calvin Wilson, Privates Adam Carter, Charles Carter, B. C. Hutson, Andrew Hutson.

I am, very respectfully,

C. H. STEVENS,

Colonel Twenty-fourth Regiment South Carolina Volunteers.

Captain JOSEPH WALKER,

Assistant Adjutant-General, Secessionville, S. C.

Report of Commander Godon, U. S. Navy, regarding naval operations in St. Simon's and St. Catherine's sounds May 20-30, 1862.

U. S. S. MOHICAN,

St. Simon's Sound, Georgia, May 30, 1862.

SIR: In my letter of May 11, sent by *Florida*, I informed you of my intention to make a personal examination of the entire line of coast under my command.

The arrival here of the *Madgie* on the 17th allowed me to carry out my project without withdrawing the *Uncas* from her position at night in the neighborhood of Gaston's [Gascoins] Bluff for the protection of that part of the colony from boat attacks by the rebels that infest the mainland directly opposite that point.

On the 20th, in the *Madgie*, I passed through the inland passage to Doboy Island, the division line of the Altamaha, one branch forming the inland passage to St. Simon's Island, the other branch passing to the sea by Wolf and Sapelo islands.

Here the *Wamsutta* is stationed and entirely commands Doboy Inlet and the light-house at Sapelo Island. Meeting the *Wamsutta*, and accompanied by the *Madgie*, I at once passed through the Sapelo Passage. For 3 miles of this passage (or through Mud River) the *Wamsutta* could only go at the top of the tide.

It has been buoyed by our vessels and the channel well marked out.

At Sapelo Sound I met the *Potomska*, watching that inlet, and in a position to observe anything attempting to enter St. Catherine's Sound. Captain Watmough had sounded out Sapelo Inlet and Bar and carried 15 or 16 feet through a straight channel at low water.

I directed the *Potomska* to follow, and we continued through the creek the entire length of the island to St. Catherine's Sound and anchored in a creek for the night at the north end of St. Catherine's Island alongside of the plantation of Waldburg, the owner of the entire island, I believe. Here we found a few very old blacks left to take care of the place. Much of the cotton had been unpicked and the crop lost;

most of the furniture had been removed with the corn, etc.; a very fine engine is there, however, and the condition of the place indicates considerable care. The owner had left many weeks before and had not returned even to visit it.

The following morning I got the vessels underway and passed into the sound on my return to St. Simon's. The inlet of St. Catherine (between St. Catherine's and Sapelo islands) is intricate and the bar shallow, making it unsafe. The vessel that entered it (and was soon after destroyed up Rice [Riceboro] River some time ago by our gunboats) came in accidentally and her captain never knew where he was until informed by the negroes from Waldburg place, where he had anchored to enquire his whereabouts.

Halfway St. Catherine's Island I landed again at a second plantation of Waldburg's. Here also we found a few very old blacks, men and women, left to take care of the place, or, more properly speaking, to take care and provide for themselves, as they are useless to their masters and hardly able to work for a livelihood.

On the north end of Sapelo are the remains of a battery to command Sapelo Sound, but quite ineffective for the purpose, and was wisely abandoned long since. Sapelo is a fine island. The largest cotton plants I have ever seen I noticed on Kennan's plantation, off which we anchored, and reached by passing up a creek in boats. Books and furniture were left in the house when deserted by the owner; two or three negroes were on the place, as usual, who had cultivated enough land to plant corn for the coming year for their own use.

On the same island are Spaulding's two plantations, also left with three or four old worn-out blacks, but we were fortunate enough to obtain a hundred bushels of corn here, and as many of pease, and a small quantity of cotton. These I directed the *Madgie* to take on board for the use of the colony at St. Simon's, and the supply is opportune.

I visited the light-house at Sapelo. It is quite perfect, other than the removal of the lenses. The oil tanks, etc., are in good condition and I have ordered Lieutenant Commanding Semmes to put things in order about the place. Here, also, are the remains of a battery of several guns, with a causeway leading over a marsh of some 600 or 700 feet to allow the garrison a ready retreat from guns which it was very evident they never intended to defend to any purpose.

While at the light-house the *Uncas* brought me word that you would be in St. Simon's the following day, and I at once returned sooner than I expected to St. Simon's. My inspection, however, satisfies me that the vessels are admirably placed, and nothing can enter or leave this part of the coast. Lieutenant Commanding Semmes has buoyed Doboy Bar for his own use, and has passed out several times; the passage is not very good and has only 13 feet at high water at one point.

The run of these vessels through the entire line has produced its effects, as since then some forty contrabands have been sent here by the vessels above, several coming from 100 miles inland and two from Macon, Ga. A few days ago I directed the *Uncas* to shell some rebel pickets in front of our island on the main, as their number seemed to have greatly increased and they had planted their tents in full view with a rebel flag flying. The result was a hurried retreat of the band and the desertion to us of forty-seven contrabands from that imme-

diate neighborhood the following day. Such an increase, nowever, alarms me for my provisions for them. Already we have upward of 300 in the colony, and the corn on hand now will not hold out till the crop of corn is ready for use; it will probably be necessary to send a supply before August.

Thus far the Government has not spent a dollar on these people; I believe this can not be said of other points on the coast. We have been able to procure food from the neighborhood under our own guns, but that supply now is about exhausted, without serious exposure to the crews of the vessels engaged in a predatory warfare, which, however, I believe would be quite justifiable under the circumstances, if not attended with loss of life outmeasured by the object to be obtained.

I am, very respectfully, your obedient servant,

S. W. GODON,

Commander, Commanding Naval Division, St. Simon's Sound.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Prentiss, U. S. Navy, regarding operations of the U. S. steamers Albatross and Norwich in Winyah Bay, South Carolina, May 21-25, 1862.

FLAGSHIP WABASH,

Port Royal Harbor, South Carolina, May 28, 1862.

SIR: When off Georgetown, [S. C.], in the *Keystone State* on the 19th instant, Commander Prentiss, of the *Albatross*, and the senior officer of the blockading force off that port, informed me that he had delayed crossing the bar, being apprehensive that the steamer *Seabrook*, with a thousand bales of cotton on board, might get out of the Santee while he was inside, but that he was preparing to enter.

I have the pleasure to enclose a very interesting report from him, detailing his operations and occupation of Winyah Bay.

Commander Prentiss crossed the bar on the 21st instant with the *Albatross* and the *Norwich*, Lieutenant Commanding Duncan, and entered Winyah Bay.

After passing a small deserted redoubt near the light-house an extensive fortification was observed on South Island, with apparently several large guns mounted; but on approaching nearer it was found deserted and the guns proved to be quakers. Another fortification on Cat Island was also abandoned.

On the 22d he stood up the bay for the city of Georgetown, entered Sampit Creek [River], and steamed slowly along the wharves. Not being prepared to hold the place, Commander Prentiss did not land, knowing there was a force of both cavalry and artillery in the town and a contest might have involved the destruction of the city.

He ascended the Waccamaw River about 10 miles above Georgetown, through a rich and beautiful country, meeting with no resistance. He took under his protection about eighty contrabands.

The rebels are much alarmed and are leaving their plantations in every direction, driving their slaves before them to the pine woods. The whole region around Georgetown could easily be taken, and with a small land force and a few gunboats could be held.

The Department, I am sure, will be pleased with the report of Commander Prentiss, as it conveys not only important information but at the same time evinces on his part courage and discretion.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. ALBATROSS,

Winyah Bay, May 25, 1862.

SIR: I have the honor to report that on the afternoon of the 21st instant, finding my draft of water sufficiently reduced, I passed the bar with the steamer *Norwich*, Lieutenant Commanding Duncan, in company, and entered this bay.

Passing a small deserted redoubt near the light-house, we could see on South Island quite an extensive fortification, with apparently several large guns mounted en barbette. We ran for this, but on nearer approach found it abandoned and armed with rebel quakers. From this point we could see on Cat Island a well-built fort. Some cavalry appeared in the skirts of the woodland; we scattered them with a few shell, and, running under the walls, found it deserted like the others and armed with the like harmless batteries. This was a well-built fortification of quadrangular form, fitted with platforms for mounting ten guns and containing bombproofs, magazine, and furnace for hot shot. I landed, fired the fort and encampment near it, together with a large quantity of timber prepared for closing the channel.

At daylight on the 22d I stood up the bay for the city of Georgetown, entered Sampit Creek [River], on which it is built, and steamed slowly along the wharves, the muzzles of our guns within 30 yards of the houses.

A brig loaded with turpentine was fired as we approached, probably with the intention of stopping us; but the time chosen for entering was slack water and the wind unfavorable for their purpose.

We passed the burning hull to the outskirts of the town, turned with some difficulty, and retraced our route, stopping from time to time to capture a boat or see if the authorities were disposed to communicate with us.

I had sent word to the Union men to make no demonstration whatever, as I was not prepared to hold the place permanently; a few, however, appeared upon the wharves and indicated by gestures or words their joy at seeing us, while the mass of the citizens kept aloof. No hostile movement was made, though there were at the time both cavalry and artillery in the place.

While passing up, a woman appeared in the belfry of a church or city hall and spread a rebel flag over the bell. I was greatly tempted to send on shore and seize it, but refrained, from the consideration that a contest in the streets would have compelled me to destroy the city, involving the ruin of the innocent with the guilty. This would have been the work of a few minutes only, and I am prepared to put the place in possession of the military whenever they will send a force to occupy it permanently and protect the Union men, who number nearly one-fourth the population.

In the afternoon I ran up the Waccamaw about 10 miles, through a

rich and beautiful country, stopped at a public mill, seized a lighter of rice, several boats, and about eighty contrabands, who claimed my protection. I then returned to the anchorage near the light-house and founded a colony, which is rapidly increasing.

From time to time I have shelled the woods where encampments have been formed, and there is not now a solitary rebel on North or South Island. Yesterday I destroyed the last remaining bridge which connects with the mainland, and there is no longer danger from incursion of cavalry, the only arm that is efficient or that dares venture down here.

The rebels are just now very much frightened, and are leaving their plantations in every direction, driving their slaves before them to the pine woods.

Large quantities of rice are stowed along the banks of the river, and the armies at Charleston and Savannah are constantly supplied from them. If you will send me the means (small steamers and vessels for transportation), I can capture immense quantities, but to do this it will be necessary to seize the mills at the same time, for when we commence seizing they will commence burning them.

You may, perhaps, think it worth your while to run up here. I have seen no part of the South that equals it in beauty and fruitfulness, and the system of rivers is such that the country may be penetrated for hundreds of miles, from the Waccamaw on the north to the sources of the Santee and Congaree in the southwest.

The whole region around here could be taken possession of with little opposition. All that is wanted to success is a moderate force of vessels drawing from 6 to 12 feet water, a small land force to hold possession, and prompt action. Nearly the whole region can be conquered and defended by gunboats, of which they have a wholesome dread.

I shall send to-night a boat expedition to seize a tugboat loading in the Santee for Charleston, and, if successful, shall arm her and endeavor to capture the *Seabrook*, which lies higher up, loaded with cotton.

I dispatch the *Norwich* to-morrow for coal, and Lieutenant Commanding Duncan, whose vessel has been very efficient, will give you such particulars as I may have overlooked.

I shall be glad if you would send one of the coal schooners to this port, as, besides being economical, it will enable me to keep the steamer in the best trim for speed.

If you do not come up yourself, I shall be glad to receive special instructions, though, with the small force I have, I can not go very far wrong.

I am, sir, respectfully, etc., your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Forces, Hilton Head, S. C.

Letter from Commander Rodgers, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, regarding the complaints of Brigadier-General Benham, U. S. Army.

U. S. S. WABASH,
Port Royal, May 22, [1862].

MY DEAR COMMODORE: I hope you will come back as soon as you can conveniently. I have just received a letter from Benham, taking

exactly the ground which I foresaw he was about to take. He unquestionably is very much pushed for transports, and I suppose we might give him a great lift with some of our vessels like the *Bienville*, *Keystone State*, etc. I have just written to General Benham in reply to his note, and I send you a copy of his letter and mine, of which latter I hope you will approve.

It seemed to me that he ought to know that the blame of any want of concert must rest upon his own shoulders.

The *Western World* and *Henry Andrew* went this morning to Savannah River, to remain only a short time, under Lieutenant Law.

We have no news here, nor any arrival from New York since you left. There are very few troops left at Hilton Head, and they are being removed from Beaufort to Edisto also.

Upon reading over Benham's letter, I have concluded not to let it go out of my hands, except into yours, as it contains his plans in great detail. He says that in consequence of your absence, or rather his inability to communicate with you, now, when all ready, he shall have to suspend the execution of his plans until your return, and that he fears that the withdrawal of our gunboats from the Savannah will have put the enemy on their guard and lead them to concentrate their force at or near Charleston and render the occupation of the points he meant to seize a difficult and bloody operation, perhaps impossible. He writes in very courteous phrase, but I confess that his letter made me a little savage in my feelings, though not, I trust, in my words. His idea concerning the importance of the gunboats in the Savannah River seems to me the most extraordinary hallucination. The great number of steamers constantly going to Edisto will give the enemy a far clearer insight into his plans. I suppose their pickets and spies have not been blind or idle.

By thrusting our heads into the sand we do not conceal our bodies.

I write in great haste to get this off by the *Fort Henry*, McCauley having promised to leave it for you at Fernandina.

I remain, my dear commodore, with great respect, most faithfully, yours,

C. R. P. RODGERS.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Baldwin is working like a beaver and doing everything he can to carry out your wishes.

Letter from Brigadier-General Benham, U. S. Army, to Commander Baldwin, U. S. Navy, regarding movements of gunboats.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Hilton Head, May 22, 1862.

SIR: I am extremely gratified to learn of the prospect of your having two gunboats disposable for service in the Savannah and Cooper rivers by to-morrow. I trust one of them may be able to go up the Savannah as far as near the upper part of Jones Island by to-morrow afternoon, and that the other might be at some point between Cooper and Mud rivers, as may be deemed most expedient.

I would suggest the appearance of activity and of attempts at reconnoissance for both these boats, and that the commander of the

boat for the Savannah River should see Brigadier-General Terry, commanding at Fort Pulaski, on his way up, with whom, on knowing our plans more fully, he can act most advantageously in concert.

Very truly and respectfully, yours,

H. W. BENHAM,
Brigadier-General.

Captain A. S. BALDWIN, U. S. Navy,
Senior Naval Officer, U. S. Ship Vermont, Port Royal.

Could not the suggestion about the activity of the gunboats be got to those at Wassaw Sound?

Letter from Commander Rodgers, U. S. Navy, to Brigadier-General Benham, U. S. Army, regarding alleged delay in cooperation of naval forces near Stono Inlet, South Carolina.

U. S. S. WABASH,
Port Royal Harbor, S. C., May 22, 1862.

MY DEAR GENERAL: I have just received your note, and lose not a moment in replying to it.

Stono Inlet was entered by Captain Marchand with the *Unadilla*, *Pembina*, and *Ottawa* on Tuesday, after some little difficulty in finding the channel. I understand that the battery opposite Legaréville is abandoned, but have not positive information. Marchand was fired upon by a detachment of riflemen from Cole's Island while sounding the channel in his boat.

I am sorry that you are delayed by any want of concert upon the part of the Navy. Had you arranged a plan of action with the flag-officer, this would not have occurred. Some weeks since you held a conversation with him upon a project of yours to make an attack on Charleston, but told him that you had not yet obtained General Hunter's consent to it. The flag-officer very cordially offered you such assistance as he could render, and there the matter rested for some weeks. It was informally understood that General Hunter had not given his assent, and the matter was supposed to have dropped.

On Friday night, as I was about to leave your quarters, General Hunter entered them and informed you that the intelligence brought by the deserters from Fort Sumter had determined him to authorize an attack upon it, and some conversation upon the routes and methods to be adopted took place in my presence, in which I took part. I then mentioned that it would be well for you to confer with the flag-officer, and you said that you would do so the next morning, and a few moments later you said to General Hunter, "I will go on board in the morning and arrange with Flag-Officer Du Pont."

You will remember that before the entrance of General Hunter, you had been speaking to me of this project, as one which you had not been permitted to execute, and you will also remember that I, of course, having no authority to commit my flag-officer to any particular plan of cooperation, suggested the necessity for your conferring with him, when General Hunter had revived the generally abandoned plan. You will also probably remember that I had told you that the *Keystone State* had arrived that afternoon to take the flag-officer to Charleston.

Upon my return to the *Wabash* I mentioned to the flag-officer what had occurred and that you would be off the next morning. He waited for your visit the next day and during the morning of the day after, and then supposing you had no communication for him, sailed, as had been some time before determined. No communication came for him on Monday and from the message you sent to me in reply to mine, informing you that he had gone, I inferred that you were not, until its receipt, informed of his departure.

Pardon me, my dear general, for saying to you that it was most natural for the flag-officer to suppose that, if you were actively preparing a plan of operations which would require a very large cooperation by the wholly independent force under his command, you would lose no time in consulting him and stating distinctly what you desired. The conversation with me was accidental, indefinite, and included no message from you to the flag-officer. He remained here for nearly two days after it took place, and if any delay or inconvenience accrue to yourself or to the public service, I am sure that you will attribute it to your failure to explicitly make known to the flag-officer what assistance you wished for, and from your not having learned from him whether he could render that assistance at this time.

The *Western World* and *Henry Andrew* both sailed this morning for Savannah River, under command of Lieutenant Law, the commander of the *Western World* being ill with fever contracted in the place to which his vessel returns. The repairs were suspended upon both vessels to enable them to get off to execute your wishes.

As concerns the illumination at Charleston, I regard it as a mere "canard," and believe that some signal lights from Fort Sumter (blue lights and Roman candles) were the only foundation for the story.

I hope that the flag-officer will be back by Saturday. He passed here on Tuesday evening on his way to St. Simon's without stopping to communicate with me.

The *Western World* and *Henry Andrew* are both light-draft vessels, and will be important if we are to operate near Stono. We hope to have the *Ellen* ready for service by Saturday.

The purchased steamers fit for carrying troops are blockading Charleston, but can be readily called in when the flag-officer returns from his tour of inspection.

Lieutenant Commanding McCauley has gladly offered a passage to Lieutenant Dutton, and will have much pleasure in delivering your dispatches.

I remain, with warm regards, faithfully yours,

C. R. P. RODGERS.

General BENHAM, U. S. Army.

Report of Commander Marchand, U. S. Navy, of the arrival off Charleston, S. C., of H. B. M. S. Racer.

U. S. S. JAMES ADGER,

Off Charleston, S. C., May 22, 1862.

SIR: I have the honor to advise you that H. B. M. steam sloop of war *Racer*, Captain Lyons, arrived here yesterday from Bermuda and was, after consultation with Commander Parrott, senior officer present

in charge of the blockading forces, permitted to pass our lines, anchor, and hold communication with Charleston by means of one of the tug-boats of the enemy under a flag of truce. This afternoon the *Racer* left, and on passing out, her captain reported that he was going to Savannah, having on board the British consul, and would return to this place in a few days.

Captain Lyons informed Commander Parrott that his general instructions were to obtain the names of the vessels of war at all places visited, together with names of their commanding officers. Commander Parrott replied that his instructions did not warrant a compliance with the request, but gave the names of the two senior officers and their vessels.

My communications to you yesterday will have informed you that whilst most of these events were occurring I was absent on a reconnaissance in the Stono River.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Comd'g. South Atlantic Blockading Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, to proceed to Fernandina, Fla.

FLAGSHIP KEYSTONE STATE,

St. Simon's Sound, Georgia, May 23, 1862.

SIR: You will proceed with the U. S. S. *Dawn* under your command to Fernandina and relieve Commander Drayton, of the *Pawnee*, receiving from him such information as his experience will enable him to give you.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding A. G. CLARY,

U. S. S. Dawn, St. Simon's Sound Georgia.

Letter from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, concerning proposed operations.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 24, 1862.

GENERAL: I have just returned from a visit to the various points held by the South Atlantic Blockading Squadron, extending from Georgetown to Fernandina.

Among the official papers awaiting my arrival was one addressed by Brigadier-General Benham to the senior officer left in charge at this port. It will be sufficient to you to read it to see that its tone and character are not such as should be addressed to an officer under my command.

On your arrival here to take command of this department, to prevent delay and circumlocution in matters of general detail, I readily agreed to put myself in official communication with Brigadier-General Benham, commanding the northern division of your department.

I have now to say, in virtue of my assimilated rank as a major-general, I must respectfully request that you will be pleased to convey to me any of your plans and intentions in which you desire to have a cooperation with the naval force under my command, and I trust I need hardly add that I shall ever be ready to give you all the aid in my power when the regular duties of this squadron and the orders under which I am acting will permit it.

I learn verbally and through unofficial letters addressed to Commander Rodgers that important movements are now in contemplation, but I have never been addressed on the subject except in a very informal manner and that verbally, some weeks back.

I am, general, with great respect, your most obedient servant,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,
Commanding Department of the South.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, to dispatch the U. S. S. Huron to Stono River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 24, 1862.

SIR: On receipt of this order you will please dispatch the *Huron* to Stono River, Lieutenant Commanding Downes, to report to Commander Marchand.

Respectfully, etc..

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. Augusta, Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, for a reconnaissance near Wappoo Cut, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 24, 1862.

SIR: I have just anchored here from my visit to the Southern coast, and have received your communication of the 21st.

I had the pleasure to read your signal from inside the bar at Stono on Tuesday last, informing me that you had possession and that the upper battery off Legaréville was abandoned, as well as that on Cole's Island. I desire, however, to have control of the whole river, and I wish you to proceed with the gunboats and feel the battery near Wappoo Cut, which Robert Smalls represents as very imperfectly finished at best.

Captain Boutelle, whom I am now sending to convey this order to you, will convey orders to the *Huron* to join your force in the Stono River.

Please accept my commendation not only to yourself but to the commanding officers of the gunboats—Lieutenants Commanding Collins,

Bankhead, and Creighton—as reported by you, for the zeal manifested in this new occupation, which is likely to become an important one.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer off Charleston.

Capture of the British steamer Stettin, off Charleston, S. C., May 24, 1862.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off Charleston, S. C., May 24, 1862.

SIR: I have the honor to report that I captured this morning and sent to the port of New York the British screw steamer *Stettin*, under the following circumstances:

At 3:30 a. m. got underway from our anchorage off Dewees Inlet (9 miles north of Charleston Bar) and stood to the eastward, thinking I might sight a vessel at daylight. At 4:50 a. m. discovered a strange steamer standing to the eastward, or southward and eastward, and gave chase at full speed. At 5:40 a. m. the strange steamer changed her course and stood to the northward and westward, toward Cape Romain, which was then in sight. We altered our course to head her off.

At 5:53 the strange steamer again changed her course and stood to the eastward, we in pursuit. A few minutes afterwards discovered a boat containing several persons pulling from the chase toward the shore, who subsequently escaped, as I could not follow them without risking the loss of the chase. I subsequently learned that the three persons in the boat were English gentlemen, one of whom was named Hilton.

At 6 a. m., having got within long range of the strange steamer, fired a shot across her bow from our rifled pivot gun, to which she paid no attention. At 6:15 the strange steamer hoisted English colors in her main rigging, but still continued her endeavors (at full speed) to escape. At 6:18 a. m. fired another shot from the rifled gun, which fell near her. At 6:25 a. m. strange steamer stopped her engine, finding escape hopeless.

As soon as we came up with her, sent Lieutenant Benham, executive officer of this ship, to board and take possession of her. The vessel proved to be the British steamer *Stettin*, last from Nassau, New Providence, having a crew of twenty-one men, including officers, and a passenger named Samuel Simpson, who claims to be the supercargo. Upon examination of her manifest and hold it was found she had on board as part of her cargo saltpeter, pig lead, quinine, tea, coffee, brandy, gin, tin plates, and a large number of boxes and kegs.

The *Stettin*, when first seen by this ship, was about 15 miles to the northward and eastward of Rattlesnake Shoal. She was captured about 38 miles E. N. E. of Charleston Bar and 16 miles E. S. E. of Cape Romain. She was originally brig-rigged, but had been stripped of her spars and sails, leaving nothing but her lower masts standing, previous to approaching the coast. She has a cutter stem, no bowsprit, and was painted lead color.

I have sent the prize home in charge of Acting Master John D. Barclay, assisted by Acting Master John A. Rogers, Chief Engineer William F. Wright, Third Assistant Engineer Jared Day, and a crew consisting of 6 seamen, 8 firemen and coal heavers, and 3 marines. I sent home in the prize the late master, one of the engineers, and one of the crew as witnesses. The balance of the crew, together with the person who claims to be supercargo, I have taken on board this ship.

I have to state that no other vessel but this one was in sight at the time the capture was made. Mr. Simpson informed me that he had lived twelve years in Mobile, but claims to be an Englishman. I should have stated in the former part of this communication that the *Stettin* is an iron vessel of about 450 tons burden.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*.

U. S. BARK *RESTLESS*,
Bull's Bay Channel, Saturday, May 24, 1862.

SIR: I have the honor to report that at 4:30 a. m. this morning the lookout at the masthead reported a steamer steering direct for us, the *Restless* then lying in the channel of Bull's Bay.

We set our ensign, but she paying no regard to it, we fired a shell from our Parrott gun, which fell very near her, and she immediately altered her course to east.

It being calm, we could not chase her, and seeing the U. S. S. *Bienville* standing toward her, secured our battery. The *Bienville* brought her to and took possession of her within 5 miles to S. E. of us. She proved to be the English steamer *Stettin*. I am convinced that her intention was to have entered this channel in the attempt to run the blockade.

I have the honor to be, sir, very respectfully, your obedient servant,

EDWARD CONROY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. *James Adger*, of the capture of the steamer *Stettin* and the stranding of a blockade-running steamer on Sullivan's Island.

U. S. S. *JAMES ADGER*,
Off Charleston, May 25, 1862.

SIR: At early dawn of day yesterday, from the *Bienville*, Commander Mullany, which I have stationed off Dewees Inlet and the eastern end of the Rattlesnake Shoal, a strange vessel was seen, to which chase was given.

Upon the *Bienville's* approach the strange vessel proved suspicious by her movements. She first attempted to run toward the land to the northward of Bull's Bay, but the *Bienville's* course was changed to intercept her. The steamer then lowered a boat, in which three or four persons made their escape to the land (the names of the persons I could not learn), whilst the vessel steamed fast seaward. The chase was of more than an hour's duration; nor did the stranger stop until two or three shots from the pivot gun passed ahead and astern of her.

Commander Mullany boarded and seized her as a prize. It was the iron-built screw steamer *Stettin*, of London. Her papers showed that Boyd A. Johnson was the master, but he was not found on board, and the vessel was commanded by the first mate, E. L. Eratt.

Her cargo was an assorted one, composed of salt, saltpeter, pig lead, quinine, boots, shoes, car iron, brandy, champagne, gin, tea, coffee, tin plates, clothing, and many boxes, the contents of which are unknown, besides a variety of other things.

Four hundred and eighty was the registered tonnage of the *Stettin*, but Eratt, the acting captain, informed me she had 600 tons of freight, which, at Hull, England, cost upward of £100,000, and the vessel herself, which was built seven months ago, cost £17,000. Her papers showed that she left Hull, England, last month, bound for Tampico, took in coal at Madeira, ran to Bermuda, and from there to Nassau. The latter place she left on the night of the 21st instant, having a clearance for St. John's, Newfoundland. Her acting captain informed me that about the same time the steamers *Cecile*, *Gordon*, *Johnson*, and *Stella* were to start for Nassau to run the blockade of this place. He further informed me that I was fortunate in capturing the *Stettin*, as she and her cargo were more valuable than all the other four.

A prize crew was put on board from the *Bienville* and her own crew taken out, with the exception of the former acting captain and two seamen, and she left for New York yesterday evening. Three mariners were also sent in the prize, and I informed the former acting captain (Eratt) that as he was so anxious to go to the North in the *Stettin* I would permit him to do so, and that he was not to consider himself a prisoner, but the moment he spoke to a human being on board other than the officers he would violate orders, he considered a prisoner, and confined; to all which he gave a most willing acquiescence.

As the nights are now nearly moonless and weather cloudy, every evening I detach one of the steamers from our line (spreading the others to fill the vacant place) to cruise up and down off the place at a distance of 4 or 5 miles from our line of vessels, for the purpose of intercepting, if possible, vessels attempting to run the blockade.

During the past night a steamer succeeded in passing the blockading vessels to the eastward except the *Blunt*, which you have, went between the Rattlesnake Shoal and the mainland, and to avoid the guns of the *Pocahontas*, stationed near the east end of Moultrie Island, was run ashore under the guns of Beauregard battery at the east end of that island. This morning a gale is blowing from the N. E., but the *Augusta*, Commander Parrott, and the *Pocahontas*, Lieutenant Commanding Balch, ran in, but owing to the heavy swell could not succeed in destroying her by shelling. Whilst the *Augusta* and *Pocahontas* were so employed a rifled cannon from a battery near the center of Sullivan's Island was brought to bear upon them, the shot from which passed over and between them, but as the rain and mist obscured

vision it is supposed they thought the gun had not sufficient range and ceased firing. The *Augusta* and *Pocahontas* drew off half an hour after the rebels ceased firing, as the tide was falling and the water shoal.

The name of the stranded vessel I could not learn, but suppose her to be one of the four which started at the same time with the *Stettin* from Nassau to run the blockade of this place.

During the continuance of the gale of wind I can not send vessels in to shell the stranded steamer, as the three light-draft gunboats (*Unadilla*, *Pembina*, and *Ottawa*) are in the Stono River worrying the rebels and keeping open the communication from sea to Paul Grimball's plantation, 7 or 8 miles up, where the hard ground commences.

No officer could be better aided in the labor before us than I am by the commanding and other officers of this division of the squadron you have honored me with the command of. Each endeavors to outvie the others in the good cause in which we are engaged.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander, etc., Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Additional report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER,

Off Charleston, S. C., May 26, 1862.

SIR: Herewith I have the honor to send a muster roll of the officers and crew of this ship, claiming a joint share of the prize money, along with the officers and crews of the different vessels hereafter enumerated, should any accrue from the capture of the English steamer *Stettin*, made on the morning of the 24th instant by the U. S. S. *Bienville*, Commander Mullany, and sent to New York for adjudication.

The vessels jointly acting with the U. S. S. *Bienville* in the blockade of this place were the steamers *James Adger*, *Augusta*, *Alabama*, *Pocahontas*, *Flambeau*, gunboat *Huron*, ship *Shepherd Knapp*, barks *Roebuck* and *Restless*, and the pilot boat *G. W. Blunt*, all in sight of the position assigned to the *Bienville* in the line of blockade. At the same time the gunboats *Unadilla*, *Pembina*, and *Ottawa*, belonging also to the blockading forces off this place, were in the Stono River, 7 miles to the southward, but still within sight of our line of vessels.

The capture was made out of sight, Commander Mullany said, of any of the above-named vessels, although the commander of the *Roebuck*, Acting Volunteer Lieutenant Commanding Trundy, asserts that it was done in view of his ship, then at anchor in our blockading line before Charleston, S. C. The grounds upon which I have been solicited to claim the *Stettin* as a joint capture of the squadron are:

First. The *Bienville* belonged to and was in her assigned station in the line of blockade within sight of the other blockading vessels except the gunboats in the Stono River.

Second. Had it been sufficiently daylight, the blockading vessels, other than those in the Stono River, would have seen the *Bienville* leave her anchorage in chase.

Third. Although the capture was made beyond sight, the chase was commenced within seeing distance.

Fourth. The capture was made within the limits assigned to the blockading forces before enumerated.

Fifth. That no other vessel could be detached in pursuit without impairing the efficiency of the blockade of this place.

Under international law and decisions of courts of admiralty, other reasons might be assigned for considering the case a joint capture of the squadron here, but the officers and crews of the before-mentioned vessels have full reliance in your justice, as they are at a distance, and look to you, sir, alone, as their protector and friend.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Hon. GEDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*, enclosing statements of officers.

U. S. S. BIENVILLE,
Off Charleston, S. C., May 27, 1862.

SIR: Since my communication of the 24th was forwarded to the Department, acquainting it with the circumstances attending the capture of the British screw steamer *Stettin*, some additional facts have been obtained from the officers and crew which bear upon the case.

I beg to enclose the statements of Lieutenant Benham, Acting Master Frank Smith, and Paymaster Goodwin in relation to the matter.

The *Stettin* is an iron screw steamer, of about 450 tons measurement; was originally brig-rigged, without any bowsprit. At the time of capture she had no spars standing but her two lower masts; all the other spars had been sent down and the sails unbent.

She was painted lead color. One of the crew who went to New York in the steamer informed me that the boat which left the *Stettin* and escaped on shore was lowered from the port side of the vessel, and was called the life boat, and that three English gentlemen went on shore in her; indeed, most of the crew admitted that their destination was Charleston.

I have just learned from Commander Marchand, senior officer present, that the officers and crews of the ships engaged in the blockade off this port, have preferred a claim for a share in the captures made on the 24th and 27th instant by this ship in case the vessels are condemned.

The crew and officers of this ship have requested me to call your attention to the case, and I most respectfully appeal to the Department to protect them in what they deem their just right to the whole of the proceeds accruing from the captures (exclusive of the proportion the Government is entitled to), in case the vessels are condemned, and excepting the two instances named in my letter to the Department of this day's date, in relation to the *Patras*, no other vessel being in sight at the time the prizes were discovered or the captures made.

I attribute our success in capturing the *Stettin* and *Patras*, with their valuable cargoes, to the extreme vigilance of my officers and crew, and trust that their claims in these cases will receive the favorable consideration of the Department.

I am, very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Send district attorney such copies as may be useful. Protect the rights of officers and crew of *Bienville* in regard to prize money, etc.

GIDEON WELLES.

[Enclosure No. 1.]

U. S. S. BIENVILLE,
Off Charleston, S. C., May 27, 1862.

SIR: I beg to call your attention to the following facts concerning the prize steamer *Stettin*, which have been elicited since her crew were transferred to this ship:

The *Stettin* left Nassau, New Providence, with the intention of running the blockade of this port. If that object had been successfully accomplished, one of her officers was to receive £100 and each of the crew a smaller sum; the amount for the captain is variously given at from £250 to £400.

When captured, an erroneous rate of chronometer was assigned as a reason for her being so near the coast. I have ascertained that her chronometer was taken on board H. B. M. ship *Bulldog* at Nassau and the error established, and the rate was ascertained by observations taken by the chief mate before her departure and found to be fourteen and three-tenths seconds gaining; the former rate was eight seconds, gaining. The rate obtained at Nassau and brought up at the time of her capture differs but little from that ascertained by comparison with our own chronometer on that day, and proves that this protest is unfounded.

I am, sir, very respectfully, your obedient servant,

A. E. K. BENHAM,
Lieutenant, U. S. Navy.

Commander J. R. M. MULLANY,
U. S. S. *Bienville*.

P. S.—The above facts were obtained from an officer of the *Stettin*.

A. E. K. BENHAM.

[Enclosure No. 2.]

U. S. S. BIENVILLE, May 27, 1862.

SIR: The following information, obtained from the officers and crew of the steamer *Stettin*, may be of importance to the interest involved in the capture. I deem it my duty therefore to place it at your disposal.

She has on board a valuable cargo, composed chiefly of the following items: Saltpeter, pig lead, 20,000 ounces of quinine (in 1-ounce bottles), 40 tons of cognac brandy, 1,000 bags of coffee, a large invoice of teas, boxes of shoes, a general assortment of English dry goods, etc., making a general total of 600 tons of cargo.

She was partly laden in England, from whence she sailed on or about April 1, 1862, having files of the London Times up to March 30.

On her way out she first touched at Madeira, and many of her crew obtained there feather flowers and ornamented baskets, known to be of Madeira fabrication.

She next went to Bermuda. Her passenger, Mr. Simpson, and her mate, Mr. Malam, both speak of intelligence they received at Bermuda. She finally sailed from Nassau, New Providence, on the 20th or 21st of May; crossed the Gulf Stream, steaming northwestward, while if bound to St. John's, [Newfoundland], she would have been steered northeastward, to pass Cape Hatteras.

She sent down at night her yards, sails, and topmasts, and painted every exposed part a dull gray or lead color, so as to enable them the better to escape detection while running the blockade off Charleston, and arrived off Cape Romain on the afternoon of May 23, after dark of that evening. They stood to westward for the entrance of Rattlesnake Channel, leading to the Maffitt's Channel. At 1:30 a. m. of the 24th, finding themselves in less than 4 fathoms water, they supposed they were inside of the blockading ships, to westward of Rattlesnake Shoal, and hauled up W. S. W. to follow the Maffitt's Channel, but coming suddenly in sight of one of our vessels (they say the bark *Roebuck*), the discovery embarrassed them and they stood back E. N. E., supposing they were running back along the beach to the northward and eastward. At daylight they had reached Cape Romain, off which point we discovered them, and gave chase, came up, and captured them. When they became assured their capture was probable, a boat was lowered and three gentlemen, together with a Charleston pilot, took to it and made their escape to the shore, the steamer assisting them by hauling up and running to the southward to draw us after her, so as to favor their escape. This information having been voluntarily given, I think, and in fact feel well assured, it can be substantially proved by their testimony before the court.

Your obedient servant,

FRANK SMITH,
Acting Master.

Commander J. R. M. MULLANY.

[Enclosure 3.]

U. S. S. BIENVILLE,
Off Charleston, S. C., May 27, 1862.

SIR: The following information in relation to the prize steamer *Stettin* was communicated to me by an officer of said steamer. Thinking it of service to the Government, I have thought it fit and proper to communicate it to you for such disposition as you may think proper, viz: Said officer stated that the vessel started from England with the intention of running the blockade. He called upon an insurance company for the purpose of getting his private effects insured. When he stated the name of the vessel they refused to insure at any rate. Her color was black; her yards and mast were up until she came on our coast, when they were all sent down, and she was painted lead color, to which said officer protested, as he thought that would be evidence against them. When they neared Charleston the captain wished said officer to pilot her in. He refused to have anything to do with it, as he was certain if seen her appearance would condemn her. At one time they were close into Bull's Bay, but ran out, as there was no good place to land cargo. When they discovered we were after them the captain ordered a boat lowered, and four pas-

sengers started in her for shore. One was a Mr. Hilton, an Englishman, engaged to marry a lady in Alabama; the other three said to be English capitalists and speculators. Said officer protested against boat leaving, as, with her appearance and this act, was satisfied it would condemn her. Upon our boarding the vessel said officer burned a valuable book that contained a full account of the passage, etc., for fear of the evidence it contained. The captain was in possession of charts of the harbor of Charleston, with the location of each vessel of the stone fleet marked thereon, etc. He thinks they were destroyed, as they could not be found upon our taking possession. The captain was to receive £250, said officer £100, each of [the] crew (he thinks) £20, and supercargo £1,000.

The supercargo said he expected to realize enough from the sales of cargo to pay the principal and \$25,000 freight money, and from the profits left to load her with cotton. These calculations were frequently made on their way from England while sitting in the cabin.

Supercargo offered \$7,000 for a pilot while at Nassau, but could not get one.

Supercargo left the South last December and was a resident of Mobile, Ala., having resided there a long time; is an Englishman by birth.

I am, sir, very respectfully, your obedient servant,
WM. WALLACE GOODWIN,
Acting Assistant Paymaster.

J. R. M. MULLANY,
Commander, U. S. S. Bienville.

Engagement between the U. S. S. Unadilla and Confederate States floating battery in Stono River, South Carolina, May 25, 1862.

Report of Commander Marchand, U. S. Navy, transmitting report.

U. S. S. JAMES ADGER,
Off Charleston, May 26, 1862.

SIR: Herewith I have the honor to forward a communication from Lieutenant Commanding Collins, of the *Unadilla*, senior officer in the Stono River, announcing that the three gunboats, *Unadilla*, *Pembina*, and *Ottawa*, are in a tight place. As it is nearly dark, I will not be able to reinforce them to-day, but to-morrow will send the *Huron* over the Stono Bar. Should it be convenient, it would be desirable to have more light-draft steamers in the Stono River to hold it against the enemy's approaches, not only by the main channel, but the streams putting into it, particularly where the rebels had placed a floating battery that annoyed our gunboats, as represented by Lieutenant Commanding Collins. The latter-mentioned stream is too shoal for our gunboats; hence the enemy may have command of the river below the old fort.

The 400 contrabands are quite an annoyance, as the only place they can be landed within protection of our guns is approachable by the enemy.

I am, sir, very respectfully, your obedient servant,
J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla.

U. S. GUNBOAT UNADILLA,
Stono River, South Carolina, May 25, 1862.

SIR: This day a rebel steamer made her appearance in this river between the plantations of Mr. Paul and Mr. Thomas Grimbail, which this vessel, accompanied by the *Pembina*, drove off by running up between the two plantations and firing a few shots from our fore-castle guns.

She had in tow what appeared to be a large flat hulk or floating battery, which she towed up the river some miles out of our reach and anchored, after which she came down again, keeping just out of reach of our shot.

On passing down through the barrier we discovered a new floating battery bearing N. E. by E. from it. We anchored and fired two XI-inch shells with 15-second fuzes, which was instantly replied to with three guns, and as soon as they could reload with three more. Two of the latter (one of which I judged to be a heavy rifle) passed over us, while our shells fell short.

I then got underway and ran down to the point near the junction of the Kiawah with this river, where the *Pembina* had arrived some time before, and where the *Ottawa* had been left as a guard for about 400 negroes, who have sought our protection.

I send this to request that you will have additional gunboats and with heavy rifles equal to those of the enemy sent in here as early as practicable, if you wish us to retain possession of the place.

My opinion is that all these boats should be withdrawn, unless it is intended to occupy the shore.

Yesterday we burned one of the bridges between the two forts—the one nearest to the lower one. To-morrow I shall destroy all of the combustible portions of the lower fort.

Ten marines for each of these vessels would be very desirable for shore pickets.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Lieutenant, Commanding.

Captain J. B. MARCHAND,
Or the Senior Naval Officer off Charleston, S. C.

Report of Brigadier-General Gist, C. S. Army.

HEADQUARTERS JAMES ISLAND AND DEPENDENCIES,
Secessionville, S. C., May 25, 1862—8 p. m.

SIR: I have the honor to report the only occurrence of interest after the departure to-day of the brigadier-general commanding:

Captain Bonneau's gunboat was left by the steamer *Chesterfield* at the bridge between Dixon's and James islands this morning. The enemy perceiving the steamer *Chesterfield* as she was placing Captain Bonneau's gunboat in position, fired into her and inflicted a slight injury. The captain of the *Chesterfield* immediately left Captain Bonneau's boat and ran off to Secessionville. On my arrival here, about 5 p. m., I ordered the *Chesterfield* back to bring off the gunboat. Captain Bonneau, being left at the bridge, was directed to return the

enemy's fire, but not to fire first. The enemy's gunboats, in passing the opening between Dixon's and James islands, discovered and opened fire on Captain Bonneau's boat. The fire was promptly returned by Captain Bonneau. The enemy fired some five or six shots, Captain Bonneau some fifteen, when the enemy retired toward Cole's Island, out of sight and out of range. Captain Bonneau is confident that he struck the enemy's boat twice; his own boat was untouched. Colonel Stevens reports that Captain Bonneau and his men handled their guns with great accuracy and behaved with admirable coolness. After the enemy's boats had retired the *Chesterfield* went down and brought off our boat. I have directed Captain Bonneau to resume his former position near Morris Island.

I have the honor to be, your obedient servant,

S. R. GIST,

Brigadier-General, Commanding.

Captain LEO. D. WALKER,

Assistant Adjutant-General.

Capture of the British steamer Cambria, off Charleston, S. C., May 26, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 26, 1862.

SIR: I have the honor to enclose a report from Lieutenant Commanding J. Downes of the capture by the *Huron* of the English steamer *Cambria*, while attempting to run the blockade at Charleston.

On the same day the *Bienville* captured another steamer, called the *Stettin*, the particulars of which Commander Mullany will inform you.

I have also been informed that the rebel steamer *Kate* was this morning chased on shore by the *Augusta*, and that the *Pocahontas* was engaged in shelling her, but I am not yet in possession of details. I have sent all available vessels off the port of Charleston, and trust that more of the steamers which are said to be on their way there will fall into our hands.

The prize steamer *Cambria* proceeds to Philadelphia under charge of Lieutenant George E. Belknap, the executive officer of the *Huron*, with twenty men from that vessel.

I have also placed on board of her, as second in command, Acting Volunteer Lieutenant W. Budd, who returns to the North to await further orders from the Department, there being no vessel in this squadron to which I could assign him.

First Assistant Engineer James M. Adams, detached from the *Pocahontas*, takes charge of the engines of the prize, assisted by Acting Second Assistant Engineer [H. A.] Boyd, late of the *Madgie*, whose resignation was forwarded to the Department by the mail of the 10th instant with my approval. They will report their arrival at Philadelphia to the honorable Secretary of the Navy by letter. Mr. Adams returns for his examination. I have to request that the officers and men of the *Huron* in charge of the prize be sent back as soon as prac-

ticable. The necessity of placing a strong force on board the prizes makes a serious inroad upon the efficiency of the ships.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron.

U. S. GUNBOAT HURON,

Port Royal, May 26, 1862.

SIR: I have the honor to report to you the capture of the British steamer *Cambria* this day at 9:10 a. m., after a chase of about four hours, from off Charleston, into which place she was attempting an entrance by the Lawford Channel at the time she was made out by this vessel at 5 a. m., we being at the time anchored a little to the northward and eastward of that channel. I at once slipped my chain and ran for her, when, after making one more attempt to find the channel without avail, she bore off to the southward and westward under all sail and steam.

I followed in chase under all the sail I could crowd, wet down, and all steam.

Her crew consists all told of 23, including the captain, 2 mates, and 3 engineers, and there were 5 passengers on board, all bound to New Orleans, by their own statements.

The vessel is from Liverpool, England, via Nassau. The cargo consists of rifles, saltpeter, muslins, medicines, and hardware, the articles contraband of war having been taken in at Nassau, according to the bills of lading and the account of the captain, who, with the others, confess that their object was to run the blockade, though, indeed, their movements and position when discovered left no doubt of their object.

As the chase brought me into close vicinity of Port Royal, and the prize requires a supply of coal to enable her to make the passage home, I concluded to bring her in here.

From information derived from the captain and others of the prize, I am induced to believe that a fleet of steamers, amounting to ten by some accounts and eight by others, are now on their way for the port of Charleston and many of them are now off that port.

I am also informed that the *Nashville* is now in Nassau and has changed her name to *Thomas L. Wragg*.

By the *Augusta*, which vessel came up a short time after the capture of the *Cambria* was effected, I hear that the steamer *Kate* is now on the bar off Charleston, having been run ashore by the *Augusta* during the last night whilst attempting to run the blockade. and that the blockading squadron were attempting her destruction.

Very respectfully, your obedient servant,

JOHN DOWNES,

Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER,
Off Charleston, May 26, 1862.

SIR: I have the honor to inform you that the accompanying communications in relation to the condition of affairs in the Stono River will compel me to send the *Augusta* to Port Royal at early daylight to-morrow morning.

We are much crippled for want of vessels and particularly [those] of light draft.

To-day the *Huron* left in chase of a vessel, and I have been informed by Commander Parrott that she has gone to Port Royal, I having previously intended sending her to-morrow morning to aid the other gunboats in Stono River.

At daylight this morning a steamer attempted to run into Stono Inlet, but finding the place in our possession, she hauled up and stood for the Lawford Channel. The *Huron* and *Shepherd Knapp* being at anchor off the main Ship and Lawford channels, caused her to run seaward. The strange steamer was in sight of the blockading vessels off this place; the nearest one, being the *Huron*, gave chase, and making the usual signal by firing guns that she was not able to manage the case herself, I authorized, by signal, Commander Parrott, in the *Augusta*, to aid in the chase.

To-night the *Augusta* returned and Commander Parrott reported that after the *Huron* and *Augusta* had chased the stranger nearly off Port Royal Inlet she was boarded and captured by the *Huron*, Lieutenant Commanding Downes.

The name of the captured vessel to-day is the *Cambria*, under English papers, bound from Nassau to St. John, New Brunswick.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to commandant navy yard Philadelphia, regarding payment of prize crew.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1862.

SIR: I have made an arrangement with the assistant engineer and firemen of the steamer *Cambria*, seized for attempting to run the blockade of Charleston, that if they continue their duty as such until the vessel arrives at the navy yard that they shall be paid in accordance with the rates entered below.

Names.	Rate of pay per day.
Chief Engineer Alexander Shaw	\$4. 00
Second Engineer William Richardson	3. 00
Third Engineer James Johnson	3. 00
Fireman Samuel Anderson	2. 00
Fireman John Welsh	2. 00
Fireman William Downie	2. 00
Fireman James Fee	2. 00
Fireman Thomas Butler	2. 00
Fireman John Houston	2. 00

As it is impossible to furnish the prize with similar persons without great detriment to the public service, may I ask that the parties above referred to be paid in accordance with this unavoidable arrangement, and for which I will be fully responsible.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Flag-Officer PENDERGRAST,
Commanding U. S. Naval Station, Philadelphia.

Additional report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER,
Off Charleston, S. C., May 27, 1862.

SIR: Herewith I have the honor to send you a muster roll of the officers and crew of this ship claiming a joint share of the prize money, should any accrue, from the capture of the English steamer *Cambria*, made on the morning of the 26th instant by the U. S. gunboat *Huron*, Lieutenant Commanding Downes, along with the officers and crews of the different vessels hereafter enumerated.

On the 26th instant the following vessels were acting jointly in the blockade of this place, viz: The steamers *James Adger*, *Augusta*, *Alabama*, *Pocahontas*, and *Flambeau*; gunboats *Huron*, *Unadilla*, *Pembina*, and *Ottawa*; ship *Shepherd Knapp*; barks *Roebuck* and *Restless*, and pilot boat *Blunt*, in sight of the position assigned to the *Huron* by me in the line of blockade. The gunboats *Unadilla*, *Pembina*, and *Ottawa* were in Stono River within sight of our line of vessels.

At early daylight on Monday morning, the 26th instant, the steamer *Cambria* attempted to pass into Stono Inlet, but finding our vessels there, stood for the Lawford Channel, but seeing our line of blockading vessels, attempted to escape seaward, when the gunboat *Huron*, nearest to her in our lines, started in chase, and fired the usual number of guns as a signal that she was not able to manage the case herself, and by signal from the senior officer present the steamer *Augusta*, Commander Parrott, was permitted to assist in the chase. The *Cambria* was captured by the gunboat *Huron* some 20 or 30 miles from this place and a short distance from the *Augusta*, assisting in the pursuit. The *Huron* was in sight of all the squadron at the time she started in chase, with the exception, possibly, of the *Bienville*, *Restless*, and *G. W. Blunt*.

I have been solicited to claim the *Cambria* as a joint capture of the squadron before Charleston, S. C., upon the following grounds:

First. The gunboat *Huron*, before and at the time of commencing the chase, was in her assigned position in the line of blockade, in sight of the other blockading vessels, including the gunboats in the Stono River.

Second. The ship *Shepherd Knapp* fired and called the attention of the squadron to the mass of black smoke which issued from the smoke-stack of the *Cambria*. The squadron consequently saw the gunboat *Huron* leave her anchorage in chase, although the capture was made beyond sight.

Third. The other vessels could not have gone in pursuit without impairing the efficiency of the blockade.

Fourth. That although the capture was made beyond sight the chase was commenced within seeing distance.

Other reasons could be given, but those presented are deemed sufficient for the present, and in presenting this the officers and crews of the several vessels enumerated feel bound to believe that your sense of justice will cause this document to be brought forward for the consideration of the court before which the case of the *Cambria* will be brought for adjudication.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Commander Downes, U. S. Navy, commanding U. S. S. Huron

U. S. GUNBOAT HURON,
Port Royal, S. C., September 20, 1862.

SIR: In my report of the capture of the steamer *Cambria* on the 26th of May, bearing same date, I stated that the U. S. S. *Augusta* came up shortly after the capture, and in my letter from the Stono River, dated June 12, I informed you that the sails of the *Augusta* were in sight some 12 miles distant at that time.

I have since been apprised of a claim having been entered by the officers and crew of the *Augusta* to a share in that capture, which claim, in behalf of myself, officers, and crew, I herewith respectfully protest against on the ground that she was far out of signal distance at the time of our bringing the *Cambria* to and seizing her.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, to dispatch the U. S. S. Norwich to Charleston, S. C., for blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 26, 1862.

SIR: Please send the *Norwich* at once to Charleston to report to the senior officer there for blockading duty.

A fleet of ten vessels (steamers) are attempting to run the blockade there. We have taken three and hope to get the whole of them.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross, Senior Officer off Georgetown.

Order of Commander Drayton, U. S. Navy, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, giving general instructions regarding blockade duty.

U. S. S. PAWNEE,
Fernandina, May 26, 1862.

SIR: In making over to you the charge of the waters at and about Fernandina I have no particular instructions to pass. Your duty will be simply to prevent unauthorized vessels from going out or coming in, and to render what assistance the army may require at your hands. I leave the schooner *Hope* and prize steamer *Darlington* to assist in carrying out these objects. St. Mary's is entirely deserted by its inhabitants, or was so a few days since, but it will not be safe for any of your people to land either there or anywhere else on the main without great precaution and in large bodies, as parties of guerrillas are prowling about in every direction. At the mills on North River, below St. Mary's, is a large quantity of lumber which can be brought away when required for public purposes. A small schooner, the *Magnet*, which I took possession of in consequence of her desertion by the crew, is filled with coal, having 70 tons on board. She will require, to keep her afloat, pumping out twice in twenty-four hours; her sails are in the cabin. On shore is also a lot of coal belonging to the Navy, consisting of about 130 tons. A vessel will be sent you from Port Royal, out of which you are to have taken about 68 tons of coal, and will then send her to the St. John's River to report to Lieutenant Commanding Ammen, of the *Seneca*, with her remaining cargo of a hundred.

I leave in your charge a house which was made over by Brigadier-General Wright to me, to be used for naval purposes, and particularly as a hospital. Should any persons belonging to our vessels get sick, you will find it a very convenient place to send them.

A buoy, which is on the railroad wharf, should be put down in a line with Dungeness house. Mr. Clarke, army pilot, will attend to this for you, with the commanding officer of the *Darlington*.

One of the buoys which broke adrift some time since is, I understand, on the southern part of the Cumberland Island; you had better send for it.

The crew of the *Darlington*, all contrabands, I transfer to your vessel, as well as one who is in charge of the hospital buildings and grounds.

A person of the name of Burns wishes to go in the schooner *Friends* to Baltimore; if he comes to you with permission from Colonel Rich, you can give him a paper of clearance to the collector of that place, saying that it is done with the consent of the flag-officer.

As the crew of the *Darlington* are all blacks, I have been in the habit of always sending on board of her when she would go on expeditions an engineer and from ten to forty armed men, with an officer, for her protection.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer at Fernandina.

Lieutenant Commanding A. G. CLARY,
U. S. S. Dawn, Fernandina.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the blockade runner stranded on Sullivan's Island.

U. S. S. JAMES ADGER,
Off Charleston, May 26, 1862.

SIR: I have to inform you that a gale of wind is still upon us from the northeast, the heavy sea produced by it preventing our vessels from approaching and shelling the steamer forced to run ashore yesterday morning by the guns of the *Pocahontas* and pilot boat *Blunt* near Breach Inlet at the east end of Moultrie Island in attempting to run the blockade, of which I informed you yesterday. The enemy are working hard discharging the cargo.

This afternoon the *Pocahontas* approached as near as the shoal water would permit and threw a number of projectiles, but which did not prevent the enemy from continuing to land the cargo, as they seemingly walked to her from the shore at low water.

I am, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Woolsey, U. S. Navy, commanding U. S. S. Ellen, to proceed to Stono River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1862.

SIR: You will please proceed, with the U. S. S. *Ellen* under your command to Stono River and report to Lieutenant Commanding Collins, or the senior officer present, for service in those waters.

The *Augusta*, Commander Parrott, will follow you. The channel is partially buoyed and 13 feet has been found on the Stono Bar at high water.

Mr. Haffards, the pilot, will be sent back to Port Royal by first opportunity.

I wish to express my appreciation of the manner in which you have devoted yourself to the repairs of the *Ellen*; she may now be of important service.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding M. B. WOOLSEY,
U. S. S. *Ellen*, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Chief of Bureau of Ordnance, requesting heavy rifled guns of long range.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1862.

SIR: May I ask the Bureau to send me, if possible, some heavy rifled guns of long range?

Yesterday the vessels blockading off Charleston ran a steamer on shore near Breach Inlet when attempting to run the blockade. The *Pocahontas* and *Augusta* approached as near the coast as the draft of water would permit, and attempted to destroy her by shelling, but their guns could not reach, whilst those of the rebels on shore passed over the ships. A heavy rifled gun of long range could have prevented the enemy from taking out any part of her cargo.

Three of the regular gunboats have entered Stono River, but have been fired upon from a floating battery in a shallow inlet, the rifled guns of the battery easily reaching the gunboats, whereas their guns fell far short.

I would remind the Bureau that the 80-pounder rifled gun was taken from this ship and has never been replaced. Can not the Bureau supply this squadron with some 100-pounder rifled guns?

I have received the communication from the Bureau referring to irregularities in returns, etc., and I now enclose a general order issued by me on the subject.

Respectfully, etc.

S. F. DU PONT,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance, etc.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Chief of Bureau of Ordnance, requesting pistols and cutlasses.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 27, 1862.

SIR: Since writing to the Bureau this morning I find we are very short of pistols and cutlasses. The large number of the persons taken in prizes, which have to be retained on board by direction of the Department, require that the prize crews should be armed, and we can not take the arms from the ships without detriment to the public service. A supply to be kept on board the *Vermont* would obviate this.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance, etc.

Capture of the British steamer Patras, off Bull's Island, South Carolina, May 27, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 28, 1862.

SIR: I have the honor to report the capture of another steamer by Commander Mullany, of the *Bienville*, off Bull's Island yesterday morning.

She was an English iron screw steamer of 300 tons, called the *Patras*, under command of Edmund Elliott. Before being boarded

the vessel showed English colors. Upon enquiry, the captain reported that he had no papers, was bound to no particular place, only "coasting along."

The cargo, according to the statements of the officers and crew, consists of 1,400 barrels of gunpowder, 50 boxes of arms, 1 box of quinine, 10 boxes merchandise, 848 bags of coffee, etc.

She was sent to New York in charge of Acting Master George D. Upham, of the *James Adger*, with the captain and two of the crew witnesses; the rest of the crew were brought here in the *Norwich*, and will be sent north by the first opportunity.

A schooner arrived in port this evening from Key West and reports the capture of the English steamer *Circassian* by the Eastern Gulf Blockading Squadron.

By reference to my list of suspected vessels, I find included the *Cambria*, *Stettin*, and *Circassian*, but not the *Patras*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdy. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. *James Adger*.

U. S. S. JAMES ADGER,

Off Charleston, May 27, 1862.

SIR: I have the honor to inform you that the *Bienville*, Commander Mullany, this morning, off Bull's Island, captured the English iron screw steamer *Patras*, of 300 tons burden, under the command of Edmund Elliott.

Before being boarded, the vessel showed English colors, and upon enquiring the captain reported that he had no papers, was bound to no particular place, only "coasting along."

The *Patras* belonged to London, coaled at Falmouth, England, and Nassau, and left Havana on the 21st instant.

Her hatches, the captain says, have not been opened since leaving London, nor was he on board when the cargo was received.

From the supercargo, officers, and crew I learn that the cargo consists of 1,400 barrels of gunpowder, 50 boxes of arms, 1 box of quinine, 10 boxes of merchandise, 848 bags of coffee, etc.

A prize crew has been put on board from the *James Adger*, *Key-stone State*, and *Bienville* and sent to New York under charge of Acting Master G. D. Upham, of this ship.

The former captain, Edmund Elliott, and two seamen were sent in her as witnesses. The former was informed that he was not a prisoner, but if he spoke to anyone on board the *Patras* other than an officer he would be violating orders, become a prisoner, and confined under charge of a marine. He most willingly agreed and promised compliance with the restrictions, as he said he was anxious to see the last of his vessel.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,
Off Charleston, S. C., May 27, 1862.

SIR: I have the honor to report that I captured this morning and sent to the port of New York the iron screw steamer *Patras* (supposed to be British), under the following circumstances:

At 4:45 a. m., while cruising off Bull's Island, about 18 miles distant to the northward and eastward of Charleston Bar, discovered a steamer; changed our course to N. N. W. and gave chase at full speed and hoisted our colors. The chase stood in for the land at full speed, which was distant about 8 miles. At 5 a. m. changed our course to N. W. by W. to cut off the steamer, which was endeavoring to run the blockade, and overhauled her rapidly.

At 5:30 a. m., having got within range of our rifled pivot gun, fired a shot which fell within a few yards of her. Shortly afterwards the strange steamer stopped her engine, when we discovered she had English colors hoisted.

At 5:45 a. m. came up with the strange steamer, stopped our engine, lowered a boat, and sent Lieutenant Benham, executive officer of this ship, in her with an armed boat's crew, Acting Master Sheffield, and Third Assistant Engineer Fountain, to board and examine her.

At 6 a. m. Lieutenant Benham returned and reported that the vessel had no papers. On demanding them of the captain he informed him that he had no papers, and said that he was "coasting along." The captain also informed Lieutenant Benham that he was from Havana and sailed four or five days ago.

The vessel has on her stern "*Patras*, of London." She is an iron screw steamer, schooner rigged, of about 260 tons (English measurement). Her cargo consists in part of powder, arms, quinine, and coffee.

The captain of the *Patras* subsequently informed me that she sailed from England about the 10th of April, arrived at Saint Thomas the 10th of May, at Havana on the 17th, and sailed from the latter port on the 21st of May. He also admitted that the vessel had powder and arms on board.

She had on board a crew of nineteen, including officers, and two persons calling themselves supercargoes.

I have sent the prize home in charge of Acting Master George D. Upham, of the *James Adger* (who was loaned to me by Captain Marchand for the purpose), assisted by Gunner Joseph Smith, of this ship, First Assistant Engineer A. D. Douglas, of the *James Adger*, Third Assistant Engineer James S. Doran, of the *Keystone State*, 6 seamen, 4 firemen and coal heavers, and 3 marines.

I have sent the captain and two of the crew of the *Patras* to New York in the vessel as witnesses. The only vessels that were in sight when the capture was made was the bark *Restless* and the schooner *George W. Blunt*, both of whom, I believe, were at anchor and took no steps to aid in the capture that I am aware of.

I respectfully request that the gunner of this ship may be ordered back to her again; his services are very valuable and much needed on board.

I herewith enclose a correct list of the officers and crew of this ship, with their ratings attached.

I have not been able to obtain lists of the officers of the bark *Restless* and schooner *George W. Blunt* to forward with this communication, but will do so at the earliest opportunity.

I am in some doubt whether article 7 of the Laws for the Better Government of the Navy should be construed to require of commanding officers making captures the duty of forwarding muster rolls of other ships in sight at the time of capture. Will the Department please instruct me on this subject?

The officers and crew of this ship claim that the bark *Restless* and the schooner *George W. Blunt* are not entitled to share in this capture.

I refer the matter to the decision of the Department.

The chief mate of the prize steamer *Stettin*, now on board this ship, immediately recognized the *Patras* this morning as a vessel that was fitting out in England to run the blockade, and called one of the officers by name when she came near us and seemed well acquainted with him.

I am, very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*.

U. S. BARK *RESTLESS*,
Bull's Bay Channel, Tuesday, May 27, 1862.

SIR: I have the honor to report that at 4:50 a. m., this morning, a steamer was discovered about a mile abeam of our ship, making for this channel, emitting a black smoke from her funnel. I suspected her attempting to run the blockade. We fired two shells from our Parrott gun and one round shot from our forward 32-pounder, all of which fell in a direct line of and very near her. She then altered her course for Caper's Island. It being calm, and she having a full head of steam on, I considered it useless to get underway.

The *Bienville*, however, came up, and, firing at her, caused her to surrender to that ship. She proved to be the English steamer *Patras*.

I only regret that not having steam power I have to forego the pleasure of reporting her a prize to this ship; however, it has not been from want of vigilance, and, at all events, we have prevented her from running into Bull's Bay Channel. Enclosed I forward to the Department a muster roll of the officers and crew of the *Restless*.

I have the honor to be, sir, very respectfully, your obedient servant,

EDWARD CONROY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Additional Report of Commander Marchand, U. S. Navy, commanding U. S. S. *James Adger*.

U. S. S. *JAMES ADGER*,
Off Charleston, S. C., May 28, 1862.

SIR: Enclosed herewith I have the honor to hand you a muster roll of the officers and crew of this ship claiming a joint share of the prize

money along with the officers and crews of the different vessels hereafter enumerated, should any accrue, from the capture of the English screw steamer *Patras*, made on the morning of the 27th instant by the U. S. S. *Bienville*, Commander Mullany, and sent to New York for adjudication.

The steamers *James Adger*, *Augusta*, *Alabama*, *Pocahontas*, and *Flambeau*, gunboats *Unadilla*, *Pembina*, and *Ottawa*, ship *Shepherd Knapp*, barks *Roebuck* and *Restless*, and the pilot boat *G. W. Blunt* were the vessels composing the blockading force off this place, were in their proper position in the line, and many of them in sight of the *Bienville* at the time of chasing the *Patras*.

The *Patras* was actually in view of the *Restless* and *Roebuck* at the time the *Bienville* made the capture, these two vessels forming part of and in our line of blockade.

I have been solicited to claim the *Patras* as a joint capture of the squadron on the following grounds:

First. The *Bienville* belonged to and was in her assigned station in the line of blockade, in plain sight of the barks *Restless* and *Roebuck*, and within sight of the other blockading vessels except the gunboats in the Stono River.

Second. The capture was made in sight of a portion of the vessels of the squadron, viz, the *Restless* and *Roebuck*, and the chase was commenced within sight of our line of blockade, of which the *Bienville* formed a part.

Third. The capture was made within the limits assigned to the blockading forces before enumerated.

Fourth. The other vessels could not have gone in pursuit without impairing the efficiency of the blockade.

Believing that the facts set forth in my communications of the 26th instant relating to the prize steamer *Stettin*, and of the 27th instant relating to the prize steamer *Cambria*, and this one have been fully and correctly stated, the officers and crews of the ships enumerated therefore entreat that you will be pleased to take these several cases into consideration before legal decision be consummated in the United States district court in admiralty.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the movements of H. B. M. S. Racer.

U. S. S. JAMES ADGER,
Off Charleston, May 27, 1862.

SIR: The English steam sloop of war *Racer* arrived to-day from Savannah by the way of Port Royal, having the British consul formerly recognized by our Government at Charleston on board. Captain Lyon, commanding the *Racer*, came on board this ship and gave the above information.

The *Racer* was permitted to run within range of the batteries on Sullivan's Island, when she anchored, and a tugboat, under a flag of truce from the harbor, came to her.

Later in the afternoon she left, first coming alongside of this ship, proposing to carry a mail to Hampton Roads, whither she was bound.

I am, most truly, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Manton, U. S. Navy, commanding U. S. ship Relief, to proceed to New York.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 28, 1862.

SIR: You will please proceed to sea with the U. S. S. *Relief* under your command and report yourself to Flag-Officer Paulding, commanding the United States naval station at New York.

Numerous invalids and other persons have been directed to report to you for a passage north. Such individuals as have been ordered on board the *Relief*, who belong to vessels lately taken while endeavoring to run the blockade, you will make a special report of to Commodore Paulding, and not let them land until you receive his instructions.

I avail myself of this occasion to express my warm commendation of the zeal, ability, and readiness which you have always shown while under my command in this squadron.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant B. D. MANTON,

Commanding U. S. Ship Relief, Port Royal, S. C.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding affairs in Stono River.

U. S. S. JAMES ADGER,

Off Stono, May 28, 1862.

SIR: I have the honor to inform you that this morning I returned to this place from off Charleston, intending to pull to the gunboats in the river in the course of an hour.

The gunboats now in the Stono River are the *Unadilla*, *Pembina*, *Ottawa*, and *Huron*.

In the absence of the *Huron*, the *Flambeau* ran into Stono Inlet yesterday, but came out this morning. Both in going in and coming out the latter struck on the bar several times, but sustained no injury.

Lieutenant Commanding Collins has sent me word that things are in the same condition that they were when Captain Boutelle was last here.

About 400 contrabands are colonized on Cole's Island at Stono Inlet, who are fast consuming our provisions.

In consequence of no coal vessel being off Charleston, I am compelled to send *Norwich* to Port Royal, and earnestly hope her speedy return.

It would be desirable to have a coal vessel sent as soon as possible.

By the *Norwich* I send the crew of the English steamer *Patras*, captured off Bull's Island yesterday morning.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Commendatory letter from Flag-Officer Du Pont, U. S. Navy, to the senior officer off Charleston, S. C., in view of successful operations in that vicinity.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 28, 1862.

SIR: I have received your several reports, written within the last few days.

I take occasion to commend your zeal and promptitude in taking possession of the Stono River, particularly in reconnoitering the defenses of Cole's Island in a small boat, and drawing the fire of the enemy upon you at great risk to yourself and boat's crew.

I write now to request that, although I am completely at fault as to the intentions of the army, I am desirous to offer every facility in my power toward their operations, and I desire you to hold the *Bienville*, *Augusta*, *Alabama*, and *Keystone State* in readiness to come here and transport the troops to other points if required.

Commander Drayton has just arrived from Fernandina, and as the *Pawnee's* draft admits, with care, of her crossing the Stono Bar, I have concluded to send Commander Drayton to that river in pursuance of the information you have forwarded to me and of Lieutenant Commanding Collins' report of the condition of things there.

I congratulate you and the blockading force off Charleston on its recent important captures as an evidence of your and their zeal and vigilance.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander J. B. MARCHAND,

U. S. S. James Adger, Senior Officer off Charleston.

Operations in Stono River, May 28-30, 1862.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. *Pawnee*, to assume command of the naval forces in the Stono River, South Carolina.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 28, 1862.

SIR: Important events seem pending. In connection with these the occupation of the Stono River is of moment. A few days since Commander Marchand, senior officer off Charleston, entered the river with

the *Unadilla*, *Pembina*, and *Ottawa*. The forts on Cole's Island were found abandoned, also a large work of eighteen guns on the site of Old Fort opposite Legaréville.

The river seemed clear a few miles above this; but since then, as you will perceive by the enclosed communications from Commander Marchand and Lieutenant Commanding Collins, the enemy has appeared with a floating hulk, and towed by steam tugs, the hulk armed evidently with a gun of long range.

Batteries higher up the Stono have been reported. According to our last and most reliable authority they are not yet completed.

I beg you, with your usual good judgment, to examine into the condition of things. The army has not yet informed me of its intentions, but Stono, so near to Charleston, must have become an important sphere of operations.

The gunboats found it difficult to cross the bar of the Stono River. You will use caution with the *Pawnee*. Mr. Boutelle is in that neighborhood, and Mr. Haffards left this morning in the *Ellen*. You are authorized to ask the services of the former, who is always willing, and to require those of Mr. H., who is officially appointed pilot in this squadron.

You will, as senior officer, assume command of the naval forces of the Stono River, and will please report your proceedings and the condition of things as often as you have the opportunity.

I congratulate myself on your opportune return from your valuable services at Fernandina that I am enabled to send you to this new and important sphere of our operations.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Port Royal.

Report of Commander Marchand, U. S. Navy, regarding a search for Confederate floating batteries.

U. S. GUNBOAT OTTAWA,
Stono River, May 29, 1862.

SIR: I have the honor to report that in accordance with the information conveyed in my letter of yesterday I came into this river, and, after full consultation with the commanding officers of the gunboats, I arranged a plan of operations to be executed at the next tide to ascertain the existence of a floating battery in Folly Island Creek, which Lieutenant Commanding Collins reported as having fired upon the *Unadilla* when in the Stono River, as well as to ascertain if a floating battery, also reported by him as having been seen in tow of a steamer in this river above Paul Grimbail's plantation, existed.

Consequently, this morning at daylight I took the gunboats *Pembina*, *Huron*, and *Ottawa* up the Stono River and instructed Lieutenant Commanding Collins, with the *Unadilla* and *Ellen*, to proceed up Folly Island River and Creek, by which arrangement the floating battery in Folly Island Creek might be destroyed, if still in existence, by the batteries of the gunboats from three points equally distant from it, two of these points in the Stono River and the third at the entrance of Folly Island Creek.

After accomplishing this object the three first-named vessels were to look for the floating battery in the Stono River above Paul Grimbail's plantation.

Those gunboats under my immediate command proceeded up the river, passed the barrier and Old Fort, and anchored at Thomas Grimbail's plantation without finding a floating battery either in Folly Island Creek or Stono River.

Leaving the *Huron* and *Pembina* above any point which might be selected by the army for crossing the Stono River, I returned in the *Ottawa* to the entrance of the river to ascertain the cause of the *Unadilla* and *Ellen* not having gone up Folly Island River [Folly River]. Both vessels had grounded, but the rising tide soon cleared them of the shoal. Lieutenant Commanding Collins was signalized to proceed in the execution of his orders, which he successfully accomplished, without finding the floating battery in Folly Island Creek or any obstructions there or in Folly Island River [Folly River]. Thus we have the unmolested control of the Stono River from the sea to where the firm land makes on both shores above Thomas Grimbail's plantation, and can insure a safe transit of our army across that river.

It was, sir, a subject of deep mortification that I found Commander Drayton had come to supersede me in command of the vessels in this river at a time when some credit might be obtained in safely passing the army across in its contemplated attack upon Charleston.

I will immediately rejoin the *James Adger*, to which I am attached.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 31, 1862.

SIR: I have the honor to inform the Department that the gunboats have possession of Stono.

From information derived chiefly from the contraband pilot, Robert Smalls, I had reason to believe that the rebels had abandoned their batteries, and accordingly directed Commander Marchand, the senior officer off Charleston, to make a reconnoissance to ascertain the truth of the report. This was done on the 19th instant, and the information proving correct, I ordered the gunboats on the next day (being myself off Charleston in the *Keystone State*) to cross the bar.

The *Unadilla*, *Pembina*, and *Ottawa*, under Commander Marchand, assisted materially by C. O. Boutelle, esq., assistant on the Coast Survey, succeeded in entering Stono, and proceeded up the river above the Old Fort opposite Legaréville. On their approach, the barracks were fired and deserted by the enemy.

Six prisoners were captured by Messrs. Boyd and Bradford, two officers of the surveying steamer *Bibb*, with a boat's crew of five seamen. The prisoners were a picket guard at the magazine of the Old Fort, and belong to the Twenty-fourth South Carolina Regiment.

On the 28th instant the *Huron* crossed the bar, and on the day following the *Pawnee*.

Enclosed is a copy of an interesting report from Commander Drayton, in which he says: "We are in as complete possession of the river as of Port Royal, and can land and protect the army whenever it wishes."

There are no batteries of the enemy on the Stono below Wappoo Cut, where, however, the rebels have a battery of smoothbore guns, with a rifled cannon of long range, exceeding that of any in the squadron.

This important base of operations, the Stono, has thus been secured for further operations by the army against Charleston, of which General Hunter proposes to take advantage.

I have at his disposal for the transportation of troops the steamers *Alabama*, *Bienville*, *Henry Andrew*, and *Hale*, and the *Planter* and the tugs *Pettit* and *Mercury* are to-night employed on the same duty.

The army are very deficient in vessels for transportation.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, senior officer in Stono River, to furnish information for Brigadier-General Wright regarding condition of affairs in those waters.

COMMANDING GENERAL'S HEADQUARTERS,

Hilton Head, [May] 30, 1862—1 p. m.

MY DEAR CAPTAIN: The enclosed extract from a letter of General Wright, on the Edisto, induces the general here to desire later information on the condition of things at Stono; for they wish to hold its right bank at all events whether they go farther or not.

Will you address me immediately by the *Flora*, army transport, which is dispatched to you for this purpose alone.

Nothing especial here at this moment; your mails went up by *Bibb*.

Bienville came in this morning with three schooners. Le Roy took the *General Miramon*, steamer, yesterday. Thirty have been purchased in England by the Confederates.

In haste, yours, truly,

S. F. DU PONT.

Captain DRAYTON,

Senior Officer, Stono.

Please send information as to the reach above Grimball's, on left bank; if you have it, the landing below Newton's Cut.

[Enclosure.]

EDISTO, *May 28, 1862.*

* * * Had Boutelle arrived when you wrote with the news of the Stono? According to Gillis's report (he took Boutelle to the Stono and brought him back), things look squally there. The gunboat has withdrawn too near the mouth, and below the upper or Old Battery, which is, of course, again in rebel hands. The *Unadilla*, it seems, engaged a floating battery, and has withdrawn, the guns of the latter outranging hers. The country is represented to be alive with troops

on both sides of the Stono, with field artillery. The floating battery referred to is the same that was used in the attack on Lamphere, I presume.

Major Kane, stationed on Little Edisto, reports indications of an accession of forces on the part of the rebels last night in the direction of Adams Run.

The meaning of this seems to be that the enemy has discovered his mistake in giving up the Stono, and is making extraordinary efforts to regain his position. With the upper battery in his possession, and a large force on James Island, it would be impossible for us to get across the Stono with the force we have.

I shall look for a fight on Johns Island, if the report of its occupation in force is true. Ought not a reconnaissance of the Stono to be made before we move? I think so, most decidedly.

You must send me steamers if you expect me ever to get this force across the Edisto. Of course I shall do my best with what I have, but with my very limited means it will be a matter of a long time.

Very truly, yours,

H. G. WRIGHT.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
Stono, May 30, 1862.

SIR: In obedience to your order of the 28th instant, I entered this place the following morning, but not without some difficulty, as, although at the very top of the tide and in the best water, my vessel struck heavily twenty times, and I am satisfied that every vessel drawing more than 9 feet must always do so.

I found that Captain Marchand had arrived here the evening before me with the *Ellen*, and had already ordered almost everything that I had intended doing myself. Two vessels had been sent to look for the battery that had fired on the *Unadilla*, and Lieutenant-Commanding Collins, on his return, reported that it had been removed to Charleston, probably having thrown the guns overboard, as some were felt under the mud belonging either to this or an earthwork, which was destroyed by him.

I found the *Pembina* and *Huron* a little above Legaréville, the *Ottawa* lower down, and with the three vessels went up until, at the last bend of the river before coming to Wappoo Cut, we opened fire on a small steamer which was seen near that place, when a fire was opened on us from a very heavy rifle gun, some of whose shot and shell fell a little short. There I left the *Pembina* and *Huron* for the night, a little above Newtown Creek [Newton's Cut], returning to the *Pawnee*, which I had left below the piles off Legaréville.

This morning, having had some of the piles drawn up, I passed through the barrier and went to the place where I had left the two gunboats, in the *Pawnee*, where I anchored her, and continued on in the *Ellen*. On rounding a point a little above we came in full sight of the fortification from which the gun had been fired yesterday, when I opened with the Parrott guns of the *Ellen*, the shell from which just reached with 20-second fuzes and about 16° elevation. This was immediately returned from their rifle, the shells from which were fired with such accuracy that I think they must have measured the distance.

After having received about a dozen fires and returned them rather more, having gained as much information of the battery as was important, I returned to the *Pawnee*, from which vessel I also threw a few shells, and at sunset returned to the neighborhood of Legaréville, intending to send the *Unadilla* to you in the morning had the *Flora* not arrived. The contrabands tell us that torpedoes have been laid down in the river, but even were this not the case I scarcely think that the gunboats could go beyond where I did to-day without great risk of sticking in the mud. Besides the rifled gun alluded to, the battery has a number of smoothbores, the negroes say seven, the shot from which, however, all fell much short of us, the distance being over $2\frac{1}{2}$ miles, according to Captain Boutelle's measurement, who knows every inch of the ground, having had a surveying station near by. As this battery is on what may be called a different island from that on which the army are to act, I do not see that it could have any bearing on their occupation.

To sum up: We are in as complete possession of the river as of Port Royal, and can land and protect the army whenever it wishes. Beyond the reach of our guns I, of course, can not be responsible. It must, to a certain extent, then look out for itself.

We see horsemen everywhere on the watch, but they are becoming a little shy, as we have fired at them several times.

The *Flora* will take away a number of our contrabands, who are a little in the way at present, although I think the army could find plenty of work for twice as many. The battery I have alluded to is close to Wappoo Cut, but Mr. Haffards, who goes down with this, will point out to you all the localities.

Captain Marchand went out this morning to join his vessel.

There are with me at present the *Huron*, *Unadilla*, *Pembina*, *Ottawa*, and *Ellen*.

The *Flora* only arrived late this evening, as I came down the river, and as she starts at daylight, I may, in my hurry, not have made myself clear, but, as I said above, Mr. Haffards can explain everything.

The *Pembina* and *Huron* are now above Newtown Creek [Newton's Cut], where I shall leave them.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Senior Officer at Stono.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

I enclose requisitions from the *Huron*. The rifles are much wanted, Captain Downes states, but are scratched out because on a previous requisition.

P. D.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, commending his services and regarding his command in Stono River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 10, 1862.

SIR: I have to acknowledge the receipt of your communication of the 29th ultimo, detailing the operations of your second reconnoissance with the gunboats up the Stono River, under my order of the 24th, with the gratifying intelligence that you had unmolested control

of the river from the sea to the firm land and could insure a safe transit to the army across the same.

I beg you to receive my commendation for the successful manner in which you performed this service, removing, as it did, some unfounded and very unpleasant reports of the doings of the rebels and the falling back of the gunboats.

In the same communication I regret to find that you express "deep mortification" that Commander Drayton had come to supersede you in command of the vessels at a time when some credit might be obtained in safely passing the army across, etc.

I have considered you as commanding for the moment the largest of the detached divisions of this fleet, as it is the most important, and is so considered by the Navy Department—the blockading force off Charleston.

I refrained, so long as circumstances enabled me to do so without injustice, from relieving you by either Commanders Prentiss or Goldsborough, your seniors. Further, when the reconnoissance of the Stono became necessary, I left it optional with you to take charge of it or not. After the first reconnoissance you returned to your ship, very properly, showing, however, that you considered the service as a mere collateral to your other duty. When matters had not gone well there, I directed you to return and reestablish them, which you did in a very creditable manner, and I think you should have appreciated this evidence of confidence on my part.

Now, in reference to Commander Drayton: You wrote to me on the 26th, enclosing a communication from Lieutenant Commanding Collins, calling earnestly for "additional gunboats with heavy rifles." You say yourself: "It would be desirable to have more light-draft steamers in the Stono River." The *Pawnee* was the only vessel that could cross the bar with a more formidable armament. Was I to take her commander out before sending her there?

If you had been able to go with the *James Adger*, or expressed a desire to remain in Stono and give up Charleston, I would have sent the *Pawnee* and Commander Drayton to command the force off Charleston.

Having taken especial pains to equalize and apportion on this station to all the commanding officers what they might deem desirable duty so far as it was possible, having in view the character of the vessels, whether sailing ships, steamers, side-wheel or screw, and above all the draft of water, I am not insensible to such a remark as the one I have quoted above from your communication of the 29th ultimo.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. *James Adger*, Charleston.

General order of Major-General Hunter, U. S. Army, commanding the Department of the South.

GENERAL ORDERS, } HDQRS. DEPT. OF THE SOUTH,
No. 14. } Stono River, South Carolina, June 10, 1862.

The major-general commanding can not refrain from expressing his admiration of the noble conduct of the naval officers on duty in the

Stono in support of the recent military operations in that vicinity. Ever ready and ever prompt, they have rendered invaluable services to the Army. Captain Drayton, the commander of the squadron, by his manly, frank, and cordial cooperation, has won golden opinions from all the army officers who have had the pleasure of witnessing his operations.

D. HUNTER,
Major-General, Commanding.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, transferring Acting Master Phoenix, U. S. Navy, to the command of the U. S. S. Planter.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 29, 1862.

SIR: I enclose orders to Acting Master Lloyd Phoenix, of the *Pocahontas*, which you will please forward.

The *Planter* is, or will be to-morrow, at North Edisto, where she will be employed for some time.

Give orders to the first vessel coming to Port Royal to stop at Edisto and put Mr. Phoenix on board of the *Planter*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander MARCHAND,
Or Senior Officer off Charleston.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, regarding the capture of the British steamer Elizabeth (General Miramon), off Charleston, S. C., May 29, 1862.

U. S. S. KEYSTONE STATE,
Off Charleston, S. C., May 29, 1862.

SIR: I have the honor to report early this morning making a steamer standing toward this port, but soon after she hauled off, steering various courses from S. E. to northward and eastward; made chase, and on firing a gun she hoisted English colors; on firing a second gun she hove to. On being hailed, her captain informed me he was from Nassau, New Providence, bound to St. John, New Brunswick, for which port certainly the course he was steering would not take him, giving the vessel's name as the *Elizabeth*, 249½ tons register. Her register shows her to be the vessel formerly known as the *General Miramon*. Deeming the *Elizabeth* a vessel intending to run the blockade of Charleston, I have seized her as a prize and ordered Acting Master Curtis Redman, of this ship, with a prize crew, to take her to New York and deliver her over to the proper authorities. Her crew consisted of officers and crew, 20 men; also 4 passengers. All but the captain, cabin boy, cook, and five black men I have deemed it advisable to take on board this ship until an opportunity offers to send them north. The U. S. S. *James Adger* was in sight at the time of capture.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Reports of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the capture of the British steamer Elizabeth (General Miramon), off Charleston, S. C., May 29, 1862.

U. S. S. JAMES ADGER,
Off Charleston, May 30, 1862.

SIR: I have the honor to report that yesterday morning the *Keystone State* and *James Adger* gave chase to and the former, being in advance, boarded and captured, off this place, an English screw steamer bound from Nassau to St. John, New Brunswick, named the *Elizabeth*, formerly the *Miramon*, laden with saltpeter, lead, kerosene, and castor oil, soda, slabs of tin, acids and drugs, rope, paper, copperas, boxes (marked glass), supposed to be arms, cases, kegs, and boxes, supposed of powder, an assorted cargo of merchandise, etc.

She was sent to New York with a prize crew and the former captain's cook and a seaman as witnesses, together with seven colored men from Bermuda, who had acted as coal heavers in her and desired to go north.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander, etc., Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

U. S. S. JAMES ADGER,
Off Charleston, May 30, 1862.

SIR: I have been solicited by the officers and crews of the hereafter-mentioned vessels, composing the blockade of this place and its environs, to represent that they deem themselves joint captors of the English steamer *Elizabeth*, formerly *Miramon*, made yesterday morning by the U. S. S. *Keystone State*, the *James Adger* being also in chase and near at the time of the capture; muster rolls of the officers and crews of the *Keystone State* and *James Adger* having been forwarded by the prize vessel.

At the time of the capture the following-named vessels were performing the duty of blockading this place, viz: Steamers *James Adger*, *Augusta*, *Alabama*, *Bienville*, *Keystone State*, *Pocahontas*, *Flambeau*, *Sumpter*, and *Norwich*, ship *Shepherd Knapp*, barks *Roebuck* and *Restless*, pilot boat *G. W. Blunt*, gunboats *Huron*, *Unadilla*, *Pembina*, *Ottawa*, and *Ellen*. The four last-named gunboats were in the Stono River.

The officers and crew of the above-named vessels, which were not present at the time of the capture, deem themselves entitled to a share of the prize money resulting from such capture upon the grounds that, although not in sight at the time of capture, many of them were within view at the time the *Keystone State* and *James Adger* commenced the chase; that the capture was made within the limits of the blockade of this place; that should they all have given chase to keep within sight, the efficiency of the blockade would have been destroyed; that the above-named vessels, including the *Keystone State* and *James Adger*, which made the immediate capture, were engaged in a joint enterprise in the blockade of Charleston and entitled jointly to the benefit of the capture.

The officers and crews making the foregoing claim are engaged in

arduous duties, too distant from New York (where the prize was sent) to attend to their own interests, and most respectfully request that you will see that justice is done them, knowing that you are their friend.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding the capture of the schooners Providence, Rebecca, and La Criolla, off Charleston, S. C., May 29, 1862.

U. S. S. BIENVILLE,
Harbor of Port Royal, S. C., May 30, 1862.

SIR: I have the honor to report the arrival of this ship, together with three schooners, the *Providence*, *La Criolla*, and *Rebecca*, which I captured, whilst showing English colors, about 25 miles southeast of Charleston Bar.

When first discovered the *Providence* and *La Criolla* were apparently at anchor; all three, however, made sail immediately afterwards and endeavored to escape.

The first vessel captured is called the *Providence*, of Nassau, New Providence. She cleared at Nassau for St. John, New Brunswick, and has a cargo of salt and cigars. Her register I believe to be spurious, which, coupled with her proximity to Charleston, her being entirely out of her course, if bound north, and her attempted escape, led me to capture her.

The second vessel captured is called the *Rebecca*, of Nassau, New Providence. She cleared for St. John, New Brunswick, and has a cargo of salt in sacks. Her register I believe to be spurious, which, coupled with her proximity to Charleston, her being entirely out of her course for St. John, and attempted escape, induced me to capture her.

The third vessel captured is called the *La Criolla*, of Nassau, New Providence, and has an assorted [cargo] of groceries, such as soap, lard, oil, matches, etc. Her register I believe to be spurious, having no official seal, which, coupled with her proximity to Charleston, her being entirely out of her course for St. John, and her attempted escape, induced me to capture her.

For your further information I beg to enclose herewith the report of Acting Master Frank Smith, who has just completed a thorough examination of the prizes, made by my order.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. BIENVILLE,
Port Royal Harbor, May 30, 1862.

SIR: In obedience to your orders, I examined the three prizes captured by this ship on yesterday afternoon, and have the honor of making the following report:

The first, captured at ten minutes past noon, latitude $32^{\circ} 20'$, longitude $79^{\circ} 40'$, was the American schooner *Experiment*, built at Charleston, S. C., is an old vessel, now named the *Providence*, hailing from Nassau, New Providence; she is $50\frac{5}{16}$ tons; sailed from Nassau on the 22d instant, under a spurious register dated in this month (May), but having no seal to establish its legal character. The cargo consists of 1,050 bushels of West India salt, in bags, 2,000 cigars, 1 case matches, and 50 sacks of Liverpool salt.

Her master stated in the presence of the boat's crew that he had tried for two nights to get into Charleston, but being unsuccessful he had determined to make for Baltimore, and further stated he knew his register would condemn him.

The second, captured at 1:10 p. m., 5 miles W. by N. from the former, was the American schooner *Rebecca*, built at Charleston, S. C., in the year 1859, is 45 tons.

She also sailed from Nassau on the 22d instant, under the same pretended register as the first, and pretended to be bound for St. John with a cargo of 1,140 bushels of the same kind of salt, in bags. The master stated he lay at anchor on the night of the 28th, near the schooner first mentioned.

The third, captured at 2 p. m., is a fine yacht schooner, built in one of the Northern States in the year 1857, and was named *Nora*. She sailed from Nassau, New Providence, at or about the same time the former-mentioned two did, and under the same spurious kind of a register, with the assumed name of *La Criolla* and a cargo of soap, oil, boots, matches, hams, butter, lard, cheese, tea, alcohol, pepper, etc.

Her supercargo and owner, Antonio Salcedo, of Havana, admitted they had tried to get into Charleston, and he had urged the master to either go in or endeavor to go away, as they would surely be captured. The master, when questioned, denied the impeachment, but remarked, "How the devil could I do either in a calm?"

Your obedient servant,

FRANK SMITH,
Acting Master.

Commander J. R. M. MULLANY.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Dickinson, U. S. Navy, to proceed with the U. S. S. Planter to North Edisto.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 30, 1862.

SIR: You will please proceed with the *Planter* to North Edisto by the inland route and report to Lieutenant Commanding Rhind, of the *Crusader*.

I have ordered Acting Master Lloyd Phoenix to the command of the *Planter*. On his reporting you will consider yourself detached from the *Planter* and will report to Commander Le Roy for duty on board the *Keystone State*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master P. DICKINSON,
Commanding Steamer Planter, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, senior officer at North Edisto, regarding the U. S. S. Planter.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 30, 1862.

SIR: The *Planter*, Acting Master Dickinson, is directed to report to you. She has been added to your force to aid you in giving such facilities to General Wright as he may from time to time require and for any other purpose which you may deem important, her light draft making her a desirable vessel for inside work.

I learn, however, that the rebels have given some evidence of wishing to recover Stono, and you will please dispatch, on the arrival of the *Planter*, the *E. B. Hale* to that river, to report to Commander Drayton, the senior officer there.

You will see by the orders to Acting Master Dickinson that Acting Master Phoenix, of the *Pocahontas*, has been ordered to relieve the former in the command of the *Planter*, and I have sent orders to Commander Marchand to send him down to North Edisto, and if you can facilitate Acting Master Dickinson in joining the *Keystone State* I will thank you.

I have ordered your mails to be forwarded by the *Planter*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding RHIND,
U. S. S. *Crusader*, Senior Officer, North Edisto.

Report of Flag-Officer Du Pont, U. S. Navy, regarding captures of vessels off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., May 31, 1862.

SIR: In my dispatch of the 28th I reported the capture of the steamer *Patras* by the *Bienville*. I have now the pleasure to report the capture, on the 29th instant, of the steamer *Miramón* by the *Keystone State* off Charleston, the particulars of which Commander Le Roy has informed the Department.

Also of the capture of three schooners, on the 29th instant, by the *Bienville*, about 25 miles southeast of Charleston Bar. Their names are *Providence*, formerly called the *Experiment*, the *Rebecca*, and the *La Criolla* (otherwise the *Nora*), a yacht belonging, it is said, to Fraser & Co. The latter prizes were brought to this port by the *Bienville*.

As this steamer needs some repairs to her machinery, I have concluded to send her to Philadelphia. Her chief engineer was sent in charge of a prize, and as Mr. King, the chief engineer of this ship, is quite indisposed, I have directed him to report to Commander Mullany for duty. Enclosed is a copy of his orders.

It is with reluctance I part for a short time with so efficient a steamer for blockading duty as the *Bienville*, and trust that the Department will send her back as soon as possible.

In connection with the subject of prizes, I would add that there are on board the *Bienville* part of the crews of the steamers *Stettin* and

Patras, which were sent by Commander Mullany to New York for adjudication.

I presume these men should be forwarded at Government expense to the port where the vessels will be adjudicated, and I would ask the Department to give instructions to Commander Mullany how to dispose of them.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to Philadelphia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 31, 1862.

SIR: The machinery of the *Bienville* needing repairs, and the accumulation of persons captured on the steamers attempting to run the blockade, have determined me to send your vessel to the North.

You will take on board a regiment of soldiers from this place and land them at Stono, after which you will proceed off Charleston and receive from the *Keystone State* and other of the blockading vessels such persons as have been taken from prizes.

You will then proceed to Philadelphia and report to the commandant of the navy yard, informing also the Department of your arrival and asking its instructions for the disposal of the captured crews.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander J. R. M. MULLANY,

U. S. S. Bienville, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Naval Constructor Lenthall, U. S. Navy, regarding the repairs to be made to the U. S. S. Bienville.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 31, 1862.

SIR: I send the *Bienville* to Philadelphia for repairs, and in the absence of her chief engineer in a prize have availed myself of the services of Mr. King, the chief engineer of this ship, whose health, I trust, will be much benefited by a trip to the North.

I have directed him to make a report to the Bureau, through Commander Mullany, of the condition of the machinery of the *Bienville* and of the repairs necessary to make her an effective ship for two or three months' service. I can ill spare her at this time, when the pressure on the blockade is increasing, and I hope the Bureau will forward the repairs as rapidly as possible, only ordering such as will require, perhaps, two weeks' detention.

I take this occasion to refer to the services of Chief Engineer King in this squadron.

They have been most valuable in every way, but particularly in keeping in order the engines of the different vessels which have been severely tried in blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

J. LENTHALL, Esq.,
Chief of Bureau Construction, Equipment, and Repair.

*Report of Lieutenant Ammen, U. S. Navy, commanding naval forces,
St. John's River, Florida, regarding general matters.*

U. S. GUNBOAT SENECA,
St. John's River, Florida, May 31, 1862.

SIR: The *Seneca* returned two days ago from a visit of several days up the river in the vicinity of Black Creek. Three contrabands came off. They state that they belong to a Captain Houston, who commands a body of men who have thrown a boom across Black Creek 4 miles from the mouth, and who have coverts near by for the purpose of picking off our men should we attempt to go up. I am unable to ascertain why they suppose we might wish to ascend the creek. It leads near to the railroad and to the rear of Jacksonville, which may account for it.

I send five contrabands in the *Garibaldi*, retaining and enlisting one for the present on account of his local knowledge. His master was one of the persons who attacked the *Penguin's* boats and boasts that he hung the negro pilot there captured.

I send a deserter from the rebel service who was a prisoner taken at Cedar Keys in the schooner *Atwater* about one year ago. He was induced to join the rebellion in the hope of finding an opportunity of escape.

A Mrs. Donaldson came off in a boat. She was a passenger from Fernandina by the *Garibaldi* on her last trip through the intercession of Colonel Rich.

On that account I send a boat to communicate and return from Fernandina, and shall endeavor hereafter to prevent the return of persons, particularly as parties or companies are organizing with a view to apprehend them, and also for the purpose of preventing persons entering St. Augustine or holding intercourse with the gunboats on this river.

The poor people, of whom I see a number, are very much troubled at the conscription, and do not know which way to turn. The war now bears heavily upon them, but, ignorant as they are, they express themselves unwilling to abandon their effects and their families except as a last extremity, which no doubt will end in their being compelled to serve.

The *Patroon* is still up the river, where she will remain until the 7th instant, if we do not go up the river before that time.

She will then be short of provisions.

The nonarrival of provisions and coal as intended makes it necessary to send the *Garibaldi* for 20 tons of coal and provisions, which will become necessary within a week.

I beg to call attention to the probable injury of the *Isaac Smith* from marine worms. I fear a delay to beach and bream her may cause her very soon to be unseaworthy.

The *Seneca* has been nearly three months in these waters. With a prospect of active operations at other points, I trust we may be able to share in them if it will not embarrass the disposition of your force.

I have the honor to be, very respectfully, your obedient,

DANIEL AMMEN,

Lieutenant, Commanding, Senior Officer, St. John's River.

Flag-Officer SAML. F. DU PONT,
Commanding Southern Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Law, U. S. Navy, to dispatch the U. S. S. Henry Andrew to Port Royal Harbor, South Carolina.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., May 31, 1862.

SIR: On the receipt of this order you will immediately dispatch the *Henry Andrew* to this anchorage, sending in her the contraband pilot, William.

Respectfully, etc.

S. F. DU PONT,
Flag-Officer.

LIEUTENANT LAW,
U. S. S. Western World, Senior Officer, Savannah River.

Reports of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, regarding the capture of the British schooner Cora, off Bull's Island, South Carolina, May 31, 1862.

U. S. S. KEYSTONE STATE,

Off Charleston, S. C., May 31, 1862.

SIR: This morning about 8 o'clock I came up with and boarded (about 15 miles from the blockade, Charleston bearing W. by S.) the English schooner *Cora*, of Nassau, New Providence, from Nassau, and claiming to be bound to Baltimore. Her name and description being that of a vessel that has been engaged in running the blockade, her proximity to the coast (one of her crew stating they ran in to get soundings) of South Carolina, and also having learned from a vessel boarded previously that she was standing inshore early this morning, I deemed the *Cora* sufficiently an object of suspicion to detain her and send her to the port at Philadelphia. I have found it necessary (from my inability to furnish a large prize crew) to detain one-half of her crew, who will be sent north by the earliest opportunity. I have placed Acting Master's Mate Charles A. Pettit in charge, with a prize crew of five men.

I would respectfully call the attention of the Department to the fact that the number of prizes taken lately embarrasses us very much for the want of officers and men.

I have the honor to be, sir, very respectfully, [your] obedient servant,

WM. E. LE ROY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Cargo of schooner *Cora*, 340 sacks of salt. Accompanying deposition will give evidence of her intention of endeavoring to run the blockade of Charleston.

Very respectfully,

WM. E. LE ROY,
Commander.

U. S. S. KEYSTONE STATE,
Off Charleston, S. C., June 2, 1862.

SIR: I have to report the capture by this vessel, on the morning of May 29, off this port, of the English steam propeller *Elizabeth*, of Nassau, New Providence, 249 $\frac{1}{4}$ tonnage register, owned by John Holmes Hanna, of New Orleans. At 8 p. m. the same day I dispatched the *Elizabeth* to New York in charge of Acting Master Curtis Redman, of this ship, with prize crew, taking from the prize all but the captain, cook, cabin boy, and five blacks, list of those retained as per paper enclosed. The *Elizabeth* was formerly the *General Miramon*, and is evidently a very valuable prize, many of the boxes visible being marked "Enfield rifles." The 455 boxes, marked "glass," as "not landed from Havana," it has been ascertained contained munitions of war.

On the morning of the 31st May I captured the English schooner *Cora*, of Nassau, New Providence, from Nassau, her captain stating he was bound to Baltimore, but no charts could be found on board, of the Atlantic or the coast north of South Carolina. The deposition of one of her crew—if other evidence than found on board the *Cora*—goes to show Baltimore was not her destination. In searching the *Cora* evidences were found of their intention of setting her on fire. The cargo of the *Cora* consisted of 340 sacks of salt; the vessel a poor one.

The *Cora* sailed from Nassau on the 22d ultimo. The *Nashville*, I learn, was then in Nassau unloaded; was painted lead color; contradictory reports of her movements, some reports [stating] she would go to England to be sold.

Two schooners were in company with the *Cora* a day or two before her capture. The steamer *Cecile* is reported to have left Nassau two weeks since (from Saturday), laden with munitions of war.

The *Cora* sailed on the afternoon of her capture for Philadelphia in charge of Acting Master's Mate C. A. Pettit with a crew of five men from this ship. The captain, mate, and one of the crew of the *Cora* were sent home in her, the latter being the person whose deposition * please find enclosed. The original was sent to the prize commissioners, with other papers, and a copy to the honorable the Secretary of the Navy.

The officer and prize crew sent home in the *Diaria* (*Success*) not having been sent back, manning two prizes taken the past week by this

* Not necessary to publish.

ship, and assisting in manning the prize steamer *Patras*, has crippled me much for officers and men. Acting [Volunteer] Lieutenant Commanding Trundy, of the *Roebuck*, kindly volunteered me assistance with an officer and five seamen, which I was compelled to accept, particularly as Captain Trundy stated he could spare them. The officer—Acting Master's Mate Edwin W. Partridge—I have ordered to do duty as an acting master, subject to approval, which I would respectfully ask might be confirmed to date from the 1st June, inclusive, the day he joined me.

The number of persons found on board some of the prizes, the want of room, etc., and the inability to spare prize crews of sufficient strength, render it necessary for the sake of security to remove a portion of those found on board.

I am, sir, very respectfully, your obedient servant,
WM. E. LE ROY,
Commander.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal.

P. m., 2d. The prisoners, as per list enclosed, were put on board the *Bienville*, that left this evening for Philadelphia.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting transportation of troops to Stono Inlet, South Carolina.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 1, 1862.

DEAR SIR: We shall thank you very much if you can send over the *Henry Andrew* to take in four or five companies for the Stono.

If you can spare any force from your command to act on the land, it will give me great pleasure to assign to it an honorable position.

With great respect, very sincerely,

D. HUNTER,
Major-General.

Flag-Officer S. F. DU PONT.

Letter from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, placing the U. S. S. Henry Andrew at his service.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1862.

GENERAL: I have received Brigadier-General Benham's message * through Mr. Preston. I regret that two of my ships should be delayed from important service for another day, but I am aware of the difficulties you have to contend with, and the vessels will wait until to-morrow morning.

I have, however, to take exception to the attempt of General Benham, as expressed in very unqualified terms to Mr. Preston, to attribute his inability to meet his own arrangements to any shortcomings on my part. I learn from Mr. Preston that he again spoke of the *Planter* as having gone off without his knowledge. He asked for this

* Not found.

steamer to go to Edisto to assist General Wright to cross and land his troops, and she was dispatched in all haste.

General Wright and himself seem to have given faith to a malicious report that the gunboats had been driven down Stono, hence all the disappointment about the *Planter*.

The steamer *Henry Andrew* is here from the Savannah River and is at your service for the purposes indicated by Brigadier-General Benham in his interview with me yesterday.

I am, general, respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,

Comdg. Department of the South, Hilton Head, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, calling attention to the conduct of the master of the army transport Delaware.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1862.

GENERAL: I regret extremely to trouble you on any matter which would seem to involve any issue or disagreement between the two services we represent, the harmony between which has been so agreeable in itself and so advantageous to the public service.

But an occurrence has taken place which the enclosed correspondence* will fully explain, and which I deem it my duty to bring to your notice.

I had indulged the hope that Brigadier-General Benham would have seen the transaction in the light I have placed it, and immediately discharged from the public service a person guilty of so wanton an insult to a whole profession, and I was the more persuaded of this, for, in an unofficial note to me until he could answer my communication more formally, he states that on enquiry the conduct of the captain of the *Delaware*, by his own admission, is more reprehensible than had been represented.

I am, therefore, compelled, general, to make this appeal, and I remain, with great respect, etc.,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,

Commanding Department of the South.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 1, 1862.

SIR: After landing the troops at Stono, you will proceed to your station off Charleston for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. LANIER,

U. S. S. Alabama, Port Royal.

* Not found.

Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the duties of that vessel.

NAVY DEPARTMENT, June 2, 1862.

SIR: Hereafter the U. S. S. *Rhode Island* will not supply the vessels of the Atlantic squadrons and will touch at Port Royal only on her way to the Gulf. The Eastern Gulf Squadron commences at Cape Canaveral. On your return trip you will touch both at Port Royal and Hampton Roads, forwarding your mails as usual from the latter place to the Department. You will continue to bring home the sick and wounded from Port Royal and Hampton Roads, and from any of the vessels of the Atlantic squadrons that you may communicate with. Proceed on this service as soon as the *Rhode Island* is ready for sea, and enter Boston on your return.

I am, respectfully, etc.,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
Commanding U. S. S. Rhode Island, Boston, Mass.

Order of the Secretary of the Navy to Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, June 2, 1862.

SIR: When the bark *Braziliera*, under your command, shall be in all respects ready for sea, proceed with her with all practicable dispatch to Port Royal, S. C., and report to Flag-Officer Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Master W. T. GILLESPIE, U. S. Navy,
Commanding U. S. bark Braziliera, Philadelphia.

General order of Flag-Officer Du Pont, U. S. Navy, regarding the absence of boats and officers from blockading vessels.

GENERAL ORDERS, { FLAGSHIP WABASH,
No. 14. } *Port Royal Harbor, S. C., June 2, 1862.*

Hereafter no boat will be allowed to go out of signal distance from the ship to which it belongs without the approval of the senior officer present, and then only on public service.

Whenever an officer is sent up to Port Royal on special duty, the cause thereof must be explained by letter, and no officer will be permitted to leave his ship for any other point on the coast on private business.

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Law, U. S. Navy, commanding U. S. S. Western World.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1862.

SIR: You will return to this port with all possible dispatch.
Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant LAW,
Commanding U. S. S. Western World, Savannah River.

You will please show to Brigadier-General Terry this order.
S. F. DU PONT.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, to dispatch a vessel to St. John's River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 2, 1862.

SIR: I send the *Hope* with your mails. Please dispatch her at once to this port. She has orders to stop at Wassaw on her return.

You will please send without delay the vessel you can best spare to St. John's River, to report for duty to the senior officer there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican, Senior Officer, St. Simon's.

Report of Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, regarding trading permits issued by the quartermaster at Port Royal, S. C.

U. S. S. CRUSADER,
North Edisto River, June 2, 1862.

SIR: The *Planter* arrived last evening, bringing your communications of 28th (with enclosure) and 30th. The former has been read to those engaged in the affair at the Dawho battery. Permit me to express my thanks for the pleasing manner in which the favorable notice of the Department is made known by you.

The *Hale* left for the Stono soon after 8 a. m. to-day. Acting Master Dickinson took passage in her with the expectation of reaching the *Keystone State* by the *Bibb*, now off Stono Bar, or some vessel of that portion of the squadron off Charleston. I have placed Acting Master McDougall in charge of the *Planter* until Mr. Phoenix arrives, and she is already at work, having made two trips to Seabrook Point with troops this afternoon. The *Planter*, as a transport, may do good service here, but the *Hale* is the most useful vessel for this river. Several small vessels have arrived here lately, following the troops, but not belonging to sutlers of any of the regiments stationed here. They have presented a sort of order to United States vessels "enjoining" the free passage of the vessel and signed, or purporting to be,

by the quartermaster at Port Royal. I permitted the first of these to pass, after obtaining the permission of General Wright to trade with his force; this was the schooner *Reindeer*, of Providence; her only paper was a sort of fishing license taken out by a Mr. Reynolds. This afternoon a small sloop came in, reporting from Beaufort, with a similar pass. The following is a copy:

CHIEF QUARTERMASTER'S OFFICE,
Port Royal, S. C., May 28, 1862.

Captain Soloman Smedley has permission to go to North Edisto (with his sloop) and thereabouts, for the purpose of selling goods. All Government vessels are hereby enjoined to let him pass unmolested.

C. E. FULLER,
U. S. Army, Chief Quartermaster, N. D. Department South.

Approved, by order of Brigadier-General Stevens:

HAZARD STEVENS,
Captain, Acting Assistant Adjutant-General.

I told the person on board the *Reindeer* that hereafter he must not come to this place without a pass from you; that this port was not open to trade, and your order alone could pass him. I have detained two persons (with their sloop), and respectfully ask what course is to be pursued with vessels coming into this river with such informal vouchers. From Northern ports also vessels are now coming in here, furnished with proper clearances, however. A schooner with sutlers' stores arrived last evening from New York.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding blockade runners at Nassau, New Providence.

NAVY DEPARTMENT, June 3, 1862.

SIR: The consul at Nassau, under date of the 19th ultimo, states that the rebel fleet of seven steamers at that port is making preparations to leave in a body for the purpose of breaking, by stratagem or force, our coast blockade, at Charleston, probably. Some of the large steamers are reported to be well armed.

The steamers are painted a light lead color, even to their smokestacks, which will lessen their chances of being seen.

The steamer *Cecile* was loading at Nassau with muskets, etc., for Charleston.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Gardner, U. S. Navy, commanding U. S. S. O. M. Pettit, to proceed to Beaufort, S. C., for the protection of ladies at that place.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 3, 1862.

SIR: You will please proceed to Beaufort and remain until to-morrow morning, when you will return to this anchorage.

My object in sending you up is for the protection of certain American ladies now there, who, in consequence of the removal of a large number of troops from there, feel some apprehension in consequence. Should anything occur to alarm them, you will receive them on board.

The Rev. Mr. French, one of the Government agents, is acquainted with the object of your visit in the *Pettit*, but you will not speak of it nor communicate the substance of these orders to anyone else.

You will give Mrs. General Hunter a passage to Beaufort if she desires it.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master A. S. GARDNER,
Commanding U. S. S. [O. M.] *Pettit*, Port Royal.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the disposition of vessels off Charleston, S. C.

U. S. S. JAMES ADGER,
Off Charleston, June 3, 1862.

SIR: I have to report that nothing has transpired here since last writing to you.

By the *Bienville*, on her way to Philadelphia, yesterday, the remainder of the crews of the captured steamer *Elizabeth* and schooner *Cora* were sent north. Also one seaman from this ship, William Finnegan, whose term of enlistment expires this day.

The *Alabama* has not yet rejoined this blockading squadron.

The disposition of the vessels here is as follows:

Bark *Restless*, off Bull's Bay.

Steamer *Augusta* and pilot boat *Blunt*, off Dewees Inlet.

Pocahontas and *Flambeau*, north and west of the Rattlesnake Shoal.

Bark *Roebuck* and steamers *Keystone State*, *Norwich*, and *James Adger*, in front of Charleston.

Ship *Shepherd Knapp*, off main Ship Channel.

Sumpter, near entrance to Lawford Channel.

The arrival of the army at Stono yesterday does not seem to have caused any additional movements in the harbor of Charleston perceptible from our vessels.

The *Flambeau* is on her way to Stono Inlet, having on board Acting Master Lloyd Phoenix, of the *Pocahontas*, where he will be left with a hope of more speedily joining the *Planter*.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Additional report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the disposition of vessels.

U. S. S. JAMES ADGER,
Off Charleston, June 3, 1862.

SIR: Since my communication of this morning the *Alabama*, Commander Lanier, has reached here from Stono.

Her arrival will materially aid in the blockade of this place.

For the last few nights our blockading line has been nearer the entrance of the harbor than desirable, as it gives little space for chase after vessels running into the harbor; in consequence of which one of the fastest steamers directly before Charleston had to be withdrawn before daylight to chase to the southward in search of approaching or departing vessels, to cooperate with the *Augusta*, off Dewees Inlet, which also leaves her anchorage to cruise northward and sight the land from the neighborhood of Cape Romain to Bull's Bay.

The return of the *Augusta* will enable me to keep a fast steamer cruising all night to the eastward and southward, and still allow a contraction of our line as it has been for the last few days.

It would be invidious for me to cruise, being the senior officer, by which this vessel might make captures, when so many others here are incapable, or from necessity are required to maintain certain important points; hence the *James Adger* assumes a permanent position except in cases of emergency.

No unusual excitement has been apparent in Charleston Harbor or on Sullivan's or Morris islands consequent on the occupation of Stono River by our army.

If, with the vessels here, any demonstration can be made or duty done toward aiding in the reduction of Charleston, every officer and man would be proud to exert himself to his utmost ability.

Lieutenant Thomas H. Eastman arrived to-day in the supply steamer *Massachusetts*, with orders from the Navy Department to report to you for duty on board the *Keystone State*. As this vessel is present, I have taken the liberty to order him to report to Commander Le Roy, and instructed him to report to you by letter.

I am sir, most respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Commander Marchand, U. S. Navy, transmitting the report of Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, regarding the loss of small boats during a gale.

U. S. S. JAMES ADGER,
Off Charleston, June 8, 1862.

SIR: Herewith I have the honor to forward a communication from Lieutenant Commanding Balch, of the *Pocahontas*, in relation to the loss of the launch, whaleboat, and dingey, and the critical situation of that vessel in a gale on the night of the 3d instant.

Lieutenant Commanding Balch informed me that at one time he was apprehensive he would be compelled to cut away the masts to save the *Pocahontas*.

Some of the vessels dragged their anchors, and a few were compelled to get underway in the same gale.

I am, however, happy to inform you that there was no accident to or loss sustained by any of the blockading vessels on that occasion except to the *Pocahontas*.

Since that time I have given instructions to the commanders of the blockading vessels to anchor farther out in the event of strong south-east winds.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. POCAHONTAS,
Off Charleston, S. C., June 4, 1862.

SIR: I have the honor to report that I proceeded in the afternoon of the 3d instant to the anchorage of the supply steamer *Massachusetts* for the purpose of getting fresh beef and vegetables for the crew of this ship, and having, by the kindness of Lieutenant Commanding Cooper, of that ship, in view of the far inshore position of the *Pocahontas*, been dispatched earlier than my turn demanded, I stood in at 6:45 p. m. for our usual anchorage.

At 7:35, the weather thick and rainy, it became necessary to anchor, which we did in $3\frac{1}{2}$ fathoms water, half flood, but were unable to ascertain by bearings our position. The wind at this time was southeast, force 3, with heavy rain.

At 9 the wind S. E., force 4; at 9:10 p. m. I veered to 45 fathoms chain, but at 11:20, apprehending a gale from the S. E., and having but a scant depth of water, we hove up the anchor and stood out, as near as I could judge, in the direction of the vessels of the squadron. At this time the sea had gotten up very high and the wind strong from the S. E., and with such effect that it was only by the prompt use of some 5 barrels of pork in the furnaces we could get steam enough to hold our own, and at this time we were drifting by the head toward Rattlesnake Shoal.

By 12:30 a. m., the wind and sea having increased to such an extent that it was impossible to make the least headway, I reluctantly gave orders to cut away the launch, the dingey and whaleboat having already been washed from their tackles.

I made signal for assistance, as I found, notwithstanding a heavy head of steam was carried, that we were drifting bodily on to the Rattlesnake Shoal, and at 12:50, in a terrific squall, I directed the anchor to be let go in $4\frac{1}{2}$ fathoms water, high water, and 90 fathoms of chain to be veered, keeping the propeller going fast. By these means we succeeded in riding out the gale.

In consideration of the circumstances as set forth above, I would call your attention to the fact that the boilers of this ship have not been cleaned since the 10th January, which readily accounts for their not making steam sufficient to relieve her from the dangerous position she was in last night, and justifies the desperate resort to which I was compelled to save the ship from being wrecked.

In justification of myself, I deem it proper to add that an untiring zeal for the cause in which we are engaged has prevented me asking for time sufficient to give that attention to the boilers and engine of this ship which at any other time I should have deemed necessary and proper.

Very respectfully, your obedient servant,

G. B. BALCH,

Lieutenant, Commanding Pocahontas.

Commander J. B. MARCHAND, U. S. Navy,

Commanding Blockading Forces off Charleston, S. C.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding the capture of the schooner Mary Stewart, off Santee River, June 3, 1862.

U. S. BARK GEM OF THE SEA,

Blockading off Georgetown, S. C., June 3, 1862.

SIR: I have the honor to report to you that this morning we captured the schooner *Mary Stewart*, hailing from Nassau, New Providence, $1\frac{1}{2}$ miles from the entrance of the South Santee River, South Carolina, while attempting to run the blockade. All the crew had deserted her in their boat and made the best of their way for the shore a short time previous to our boarding her.

By papers and log book found on board of her, it appears that she cleared from the port of Nassau, New Providence, on the 21st of May last, for St. John, New Brunswick, with the following crew and cargo on board: Crew as follows: S. L. Dexter, captain; H. Thompson, mate; Julius Potent, James Russell, L. A. Jackson, P. F. Roberts, and N. A. Wood, seamen.

Cargo, 158 sacks Liverpool salt, 150 sacks Bahama salt, 1 case paper, 1 box soap, 1 barrel mackerel, 10 kegs soda, 6 barrels salt, 4 barrels alum, 2 barrels castor oil, and 1 box tea. I have sent her to the port of New York in charge of a prize crew for adjudication. The above schooner formerly belonged to Governor William Aiken, of South Carolina, and hailed from Charleston, S. C.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding an attack upon Confederate battery.

U. S. S. PAWNEE, *Stono, June 3, 1862.*

SIR: Since my last, nothing has occurred until the 1st, when the *Ellen* was fired on from the bushes which line a creek leading from Folly River into Light-House Inlet, northerly. This induced me, with that vessel and the *Hale*, to make a more thorough exploration of it, and this I did on the morning of the 2d. Three miles up we

came in full sight of a battery of six guns (as I afterwards learned from two contrabands who took advantage of the confusion caused by my fire to escape), on which I opened with one of the *Ellen's* Parrott guns, being able later to use both. The *Hale*, being aground below me, and there being great difficulty in keeping the *Ellen* out of the mud, after having established the position of the battery, and of a camp farther inland at a place called Secessionville, I returned, having, however, been under the fire for about an hour without having been touched, although it was most accurate, the shot falling either beyond us or almost within a few yards at times. With all the care I could take to prevent throwing away the rifle shot, 52 were fired in good range, at which rate the *Ellen's* supply will not last long, and indeed 110 of her 200 have been already used. As I got back to the Stono River I saw the troop steamers outside, and sent the *Hale* to communicate, when she brought in the soldiers on the *Bienville*, which vessel at once proceeded north.

Generals Hunter and Benham came in at 2 o'clock, shortly after which the troops were landed at Old Fort, throwing out their pickets for the night.

To-day they seemed to have been entirely checked, and I should not be at all surprised if they were to come back under the protection of my guns before night, unless Wright's force reaches in time to give support, and they have not yet made their appearance.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal.

The *Hale* and *Andrew* have joined since my last.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, expressing approbation of his movements at Stono, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 4, 1862.

SIR: Your communications of May 30 and June 3 have been received, and it affords me pleasure to express my approbation of all your movements in Stono.

Keep me advised as often as possible of your operations and of your wants. We shall endeavor to supply at once the articles asked for in your last communication.

I desire that your cooperation with the army shall be harmonious, rendering their forces all assistance in your power; but you will please keep yourself in communication with Major-General Hunter, except when he may not be present.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Senior Officer in Stono.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding the escape of contrabands from Charleston.

U. S. S. JAMES ADGER,
Off Charleston, June 5, 1862.

SIR: I have the honor to advise you that six contrabands came off this forenoon in a rickety canoe to the pilot boat *Blunt*, then at anchor off Dewees Inlet.

Their names are Alexander, Robert, Samuel Quamer, Tony Duhar, Monday, and Thomas Hamilton. Some of them represent that they have been hiding in the woods for a period of sixteen and nineteen months.

Their owners reside in Charleston, but they are field hands. They added that their friends told them that bloodhounds would be sent after them; that this morning, seeing some soldiers on Bull's Island, they made their escape.

No intelligence could be obtained from them. They are on board this ship, and if useful will be enlisted; if not, will be sent to Port Royal.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the Naval Academy.

WASHINGTON, June 5, 1862.

MY DEAR SIR: I thank you most sincerely for your favor of the 25th ultimo and for the suggestions therein. The subject is one that has its embarrassments.

The school itself is afloat, and there will be difficulty in pressing the present Congress to consent to its restoration to Annapolis. I doubt, however, if a majority can be induced to consent to any other locality. In the expectation that Congress would, before this, have taken some definite action, I had cherished the idea that Captain Blake would remain in charge of the institution until it was permanently established.

The House of Representatives have inserted in the appropriation bill a specific sum for the Naval Academy at Newport. It is doubtful whether it will pass the Senate in this form. The Naval Committee have, in a letter to me, expressed an opinion that the school is established already at Annapolis; that its removal being a matter of necessity, the school must return thither as soon as that necessity ceases to exist.

This is the present position of affairs. In the meantime the advent of another academic year is at hand, when some permanent arrangement in regard to the Superintendent must be made.

I appreciate all that you say in relation to Commander Rodgers, and may adopt your suggestions, although my own mind a year since had turned in a different direction. Circumstances and the position of individuals have since that time undergone some radical changes. I am glad you have not yet said anything to Commander Rodgers, and

perhaps it is advisable you should not, unless, or until, the subject is determined.

I may say to you in confidence that had I acted last summer I should have probably selected our friend Foote for the position. His subsequent call to the post where he has done such gallant service and won renown that identifies his name with the Mississippi has, to some extent, modified the phase of affairs. I never intimated to Flag-Officer Foote that I had this purpose in view that I recollect, nor do I know how it would then have been received by him, or how esteemed under the since altered circumstances.

The whole subject is open and undecided, and I frankly communicate the true condition of things to you, and hope you will freely and without reserve give me your views and opinions in confidence. There is no person whose opinions I would more regard; and permit me to say, at this time and in this place, I shall feel myself under obligations to you always for suggestions and advice on any and all matters pertaining to the service. I feel my indebtedness to you preeminently in many respects for what has been accomplished for the Navy in these trying times, and shall ever bear testimony to what you have done in every department of the service, as well as at the head of your squadron, for the service and the country.

The recent capture of so many vessels attempting to run the blockade is giving great satisfaction to the country. John Bull is realizing the efficiency of the blockade.

There is no place that the American people would so delight to see captured as Charleston, and the seizure of any vessel that is carrying aid and comfort to that rebellious city is the source of gratification.

Hoping to hear from you fully, frequently, officially, and unofficially, believe me, ever, my dear sir, most truly and sincerely, your friend,
GIDEON WELLES.

Flag-Officer S. F. DU PONT,
South Atlantic Squadron.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, regarding affairs in St. John's River.

U. S. GUNBOAT SENECA,
Mayport Mills, St. John's River, Fla., June 6, 1862.

SIR: I have the honor to acknowledge the arrival yesterday at noon of the *Western World* with the *Garibaldi* in tow. She was at once discharged of provisions and will cross the bar at 1 p. m. to-day, at which time the tide serves.

* * * * *

The *Patroon* is up the river and will be out of bread to-morrow. I design going up this evening as well for the purpose of supplying her as with the expectation of making a descent on a set of armed rebels near the mouth of Black Creek. I will probably return by the time our relief arrives and will cross the bar at the earliest moment the tide will serve, and which I hope will lead to no detention.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieut., Comdg., and Senior Officer of Forces in St. John's River.

Flag-Officer SAMUEL F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, of the arrival of army forces at Stono River, South Carolina.

U. S. S. PAWNEE,
Stono River, June 6, 1862.

SIR: Since writing by the *Flora*, the only event of importance is the arrival of General Wright's brigade, which reached here yesterday at 10 o'clock in the morning, after a most fatiguing march. The delay was caused by the difficulty in crossing the Edisto River, which was increased by the storm, and I never saw a more completely used up army than it was on coming in. Had it been necessary for it to have gone into battle, I should have been very fearful of the result.

No forward movement has been made since the second day, on the James Island side, and nothing seems to have been yet decided on, although I think, if anything, the enemy are rather drawing back.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer DU PONT.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, to proceed to Beaufort, S. C., for the protection of military post.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 6, 1862.

SIR: You will please proceed with the *Onward* under your command to Beaufort, and give such protection to that military post as circumstances will allow; particularly to be a shelter to any ladies who may desire to come on board.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Vol. Lieut. Comdg. J. F. NICKELS,
U. S. Ship Onward, Port Royal.

Report of Lieutenant Creighton, U. S. Navy, giving information regarding movements of the enemy at Port Royal Ferry, South Carolina.

FORT SEWARD,
Bay Point, Saturday, June 6, 1862.

SIR: The following message from Beaufort has just been received at this station, with the request that it should be forwarded to you:

The rebels have been crossing the [Port Royal] Ferry for three hours in force. So reported by the army officers. Please send ammunition (15 and 20 second shells), and reinforcements will be required, as the enemy are approaching the town.

J. B. CREIGHTON,
Commanding Gunboat Ottawa.

Commodore DU PONT,
U. S. Flagship Wabash.

Report of Commander Drayton, U. S. Navy, regarding the capture of the British schooner Rowena by the U. S. S. Pembina, in Stono River, South Carolina, June 6, 1862.

U. S. S. PAWNEE,
Stono River, South Carolina, June 7, 1862.

SIR: I have the honor to state that on the night of the 5th and 6th of June, the schooner of 70 tons, now called *Rowena*, formerly *Gari-baldi*, and built opposite New Orleans, ran into this river and anchored near the entrance, not knowing it to be in our possession. Finding that there was no escape, she hoisted the following morning the English flag, in accordance with her register. She was last from Nassau and the cargo, per list found, consists principally of lead with a few shoes, etc. I have sent the vessel to Philadelphia in charge of Master's Mate Redding, of the *Pawnee*, with whom go two of the crew; a third, and the captain and mate, both residents of New Orleans, I have sent to the flag-officer at Port Royal.

The vessels in the river at the time of the capture, and entitled to prize money, are the *Pawnee*, *Huron*, *Unadilla*, *Pembina*, *Hale*, *Henry Andrew*, and *Ellen*.

The register is English, dated Nassau, May, 1862, and there the crew was ostensibly shipped. No Confederate flag was found on board.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Additional report of Commander Drayton, U. S. Navy, regarding the capture of the British schooner Rowena.

U. S. S. PAWNEE,
Stono, June 7, 1862.

SIR: Yesterday morning, about daylight, a small schooner named the *Rowena* came into this river and was discovered, with the English flag flying, shortly after, and taken possession of by Lieutenant Commanding Bankhead, of the *Pembina*. The vessel was built at New Orleans and sailed from there, where her captain and most of the crew reside. I enclose a list of cargo and crew. The captain is known to some of our men, having formerly sailed out of New York. I intend sending her to-morrow to Philadelphia in charge of Master's Mate Redding, a quartermaster, and three men, all I can spare, and as I do not want another case of recapture, I have sent by the army tug *Thomas Foulkes* the captain, mate, and one seaman, an Italian, in hopes that they may reach in time for the *Massachusetts* on her return north. The vessel is said to be bound to St. John, and driven in by stress of weather. As the night was a very fine one, of course this is said merely for form's sake. The two men that I send home in the vessel both admit having families in New Orleans, having sailed from there, and, indeed, everything else that may be desired.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
South Atlantic Blockading Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, commanding U. S. S. Ottawa, to return to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 7, 1862.

SIR: On receipt of your telegraphic message I dispatched the tugboat *Pettit* with the ammunition asked for.

Early this morning I went on shore at Hilton Head to hasten reinforcements to the aid of the army, and was much pleased to learn that you had promptly and judiciously put your howitzer on board the *Mercury*, and dispatched her, under Lieutenant Irwin, to Port Royal Ferry. Your whole conduct in this matter, when exciting rumors were constantly flying about, has met with my approbation.

Since writing the above I have, by the return of the *Pettit*, received information that no rebels have crossed Port Royal Ferry, and that your presence at Beaufort is no longer necessary to protect the town.

You will, therefore, on receipt of this communication, return with the *Ottawa* to this anchorage, leaving the *Western World* at Beaufort, giving Lieutenant Law such instructions as your experience may suggest.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. CREIGHTON,
U. S. S. Gunboat *Ottawa*, Beaufort.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, enjoining unremitting vigilance in the blockade of the coast.

NAVY DEPARTMENT, June 7, 1862.

SIR: I transmit herewith extract from a dispatch of the consul at Marseilles, dated the 15th ultimo, in relation to the English bark *Anne Wilson*, loaded with a cargo of steel and iron armor plate for gunboats; extracts from dispatches of the consul at Liverpool, dated the 14th, 16th, and 21st ultimo, in relation to the *Eliza Bonsall*, *Stanley*, *Despatch*, *Lilla*, *Astoria*, *Arnold Boninger*, *Malacca*, *Matilda*, *Memphis*, *Julia Usher*, *Adela*, *Roscoe*, and *Rosalind*; extracts from dispatch of the consul at Glasgow, dated the 16th ultimo, relative to the *Columbia*, *Leopard*, and *Adela*, and extract from dispatch of the consul at London, dated the 16th ultimo, in relation to the *Melita* and *Merrimac*.

There seems to be but little doubt that most of these vessels will endeavor to run the blockade, or that their cargoes will be transferred to others at Nassau that will attempt it. The Department therefore enjoins unremitting vigilance in the blockade of the coast under your charge.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Flag-Officer Du Pont, U. S. Navy, relative to the order of the Navy Department regarding the distribution of prizes for adjudication.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 8, 1862.

SIR: I have the honor to acknowledge the receipt of the Department's dispatch of the [15th] ultimo, that a fair proportion of prizes should be sent to Boston.

During the winter, owing to the difficulty of access to Philadelphia from ice in the Delaware, most of the vessels taken were sent to New York, and apart from this, the stringent rules from the Department governing prizes suggested that the vessels seized should be taken northward in the least possible time.

I may add, in conclusion, that Upton, with other writers on the law of prizes, expressly directs that the captured vessel should be sent to the nearest and most convenient port, and in compliance with this rule the prizes have been sent to Philadelphia and New York.

The increased distance to Boston, the great intricacy of navigation around the shoals, and the difficulty of getting back the prize crews have hitherto prevented me from directing any of the captured vessels being sent to that port.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Marchand, U. S. Navy, giving information regarding Confederate defenses received from deserters from Fort Moultrie.

U. S. S. JAMES ADGER,
Off Charleston, June 8, 1862.

SIR: I have the honor to inform you that five deserters from the rebel forces occupying Fort Moultrie came off this morning to the *Flambeau* in a boat belonging to Colonel Keitt, commanding a regiment of volunteers on Sullivan's Island.

They represent that, in addition to the volunteers on that island, there are three companies of regulars in Fort Moultrie and one at the battery near Breach Inlet. The latter battery is incomplete, and the rebels are at work on it.

Six guns have during the last week been taken from the western side of Fort Moultrie and sent to the city.

They further add that the officers have all sent their families away, that the women and children have left Charleston, and that the banks have removed their money to Columbia.

They report the old story that 40,000 or 50,000 rebel troops are between Savannah and Charleston.

The weather has been very bad and still blowing fresh. As soon as the Stono Bar can be crossed I will send the deserters to Commander Drayton for examination by the army. Their names are William

Rhine, Jack Dobbs, John Kelly, Daniel McFee, and James Walker, all representing that they are Irishmen.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report regarding the death of Lieutenant Sproston, U. S. Navy, June 8, 1862.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 11, 1862.

SIR: Enclosed the Department will find a communication from Lieutenant Commanding Ammen, of the *Seneca*, reporting the death of Lieutenant John G. Sproston, the executive officer of that vessel.

The man Huston, whose capture was deemed important, was a guerrilla chief of desperate character, too many of whom are still left in Florida. He had participated in the ambushade on the boats of the *Penguin* and [*Henry*] *Andrew* in Mosquito Inlet, when 2 officers and 5 men were killed.

A contraband, who acted as pilot on that occasion and was wounded and taken prisoner, this man hung to a tree and boasted of it. After being wounded Huston's life was spared by the sudden interposition of his wife.

Lieutenant Sproston was an able, brave, and devoted officer from the State of Maryland. He had come under my observation on the China Station in 1858. He was distinguished while in the command of one of the boats which destroyed the rebel privateer under the guns of the Pensacola navy yard in September, 1861, and his whole conduct during this war has been gallant and meritorious.

I consider him a great loss to this fleet and to the service.

His remains will be forwarded by the *Arago*. May I ask the Department to have them sent to Baltimore?

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. GUNBOAT SENECA,

Mayport Mills, St. John's River, Fla., June 8, 1862.

SIR: I have the melancholy duty to report the death of Lieutenant John G. Sproston, the executive officer of this vessel.

At 3:30 a. m. of to-day he left in command of three boats with Acting Master J. H. Rogers, Master's Mate Fiske, and 40 small armsmen. He was accompanied by a reserve force of 30 men from the *Patroon*.

The object was to capture a man named George Huston, a captain of a company of rebels now in the vicinity of Black Creek. I was informed that Huston boasted of having hung a negro pilot who was captured

at the time of the death of Lieutenant Commanding Budd near Smyrna, and on that account I wished him as a prisoner, for the purpose of securing the general tranquillity of persons along this river, most of whom, I doubt not, would gladly acknowledge the authority of the Government of the United States were they not in fear of violence from men of this character.

Lieutenant Sproston landed at early daylight and proceeded rapidly with his party to the house of Huston. The latter, it appears, was apprised of his coming and met him at the door armed with a double-barreled gun, two pistols, and bowie knife.

Upon the demand of Lieutenant Sproston to surrender himself as prisoner Huston fired at him with a pistol, the ball entering high up on the left breast and killing him instantly. Huston discharged the other pistol and gun without further injury to our party and was instantly wounded in four places and brought on board. He is supposed to be mortally wounded. Several shots were fired from Huston's house by persons who escaped.

Huston's firing upon Lieutenant Sproston, supported as he was by a large force, was a willful murder, and involved necessarily his own destruction.

It is needless for me to state to you and to the Department the character of Lieutenant Sproston, known as he is as a highly accomplished and honorable officer. I can not refrain, however, from expressing my deep regret that the country should have lost so valuable an officer by the hand of a miscreant.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,

Lieut. Comdg. and Senior Officer of Forces in St. John's River.

Flag-officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Flag-Officer Du Pont, U. S. Navy, to the Chief of Bureau of Ordnance, regarding ammunition for the squadron.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 9, 1862.

SIR: I have the pleasure to acknowledge the receipt of the Bureau's communication of the 2d instant, and desire to express my thanks for its prompt attention to the wants of this squadron. The list of articles to be forwarded are much wanted and will be highly valued.

At one time I thought the Bureau was sending more ammunition than could be needed, but I underrated what was necessary to cover troops, and within a few days my forces in Stono, under Commander Drayton, consumed an enormous quantity in driving the enemy from a base line of operations which our troops desire to occupy, and keeping the latter comfortable, who seem most so when the shelling is going on.

Commander Drayton's own experience and my instructions will keep down this undue expenditure of ammunition all in our power, for I fear more its effects on the guns, to say nothing of weakening the moral effect, than any deficiency of supply, thanks to the Bureau.

The *Ottawa* came in last night here to coal, with her Parrott gun disabled in the vent, of which I will make a more specific report; fortunately I had one left of those previously sent.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander A. A. HARWOOD,
Chief of Bureau of Ordnance, etc., Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Creighton, U. S. Navy, commanding U. S. S. Ottawa, to proceed to Stono, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 9, 1862.

SIR: You will proceed with the *Ottawa* under your command to Stono and report for duty to Commander Drayton, of the *Pawnee*.

You will tow up the schooner *William H. Smith* (not *N. W. Smith*), with coal on board for the vessels in Stono.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. B. CREIGHTON,
U. S. Gunboat Ottawa.

Order of the Secretary of War to Major-General Hunter, U. S. Army, to cooperate, at his discretion, with the naval forces in attack upon Charleston.

WASHINGTON, June 9, 1862.

Your dispatch of 31st of May is received. You are authorized, at your discretion, to operate with the Navy in the operations against Charleston, so far as the forces now under your command will permit. The Department has no troops which can be sent south before the reduction of Richmond. The steamer *Vanderbilt*, now in the Chesapeake, is under orders to tow a fleet of sailing transports to Hilton Head and to report to you for orders.

EDWIN M. STANTON,
Secretary of War.

Major-General HUNTER,
Commanding Department of the South.
(Care of Assistant Secretary of War John Tucker, Fort Monroe.)

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding general matters pertaining to the blockade of Charleston.

U. S. S. JAMES ADGER,
Off Charleston, June 10, 1862.

SIR: Nothing has transpired since my last communication was written. Since the nights have become moonlit, no attempt, as far as I can learn, has been made to violate the blockade, and therefore can not report any additional captures.

The positions of the blockading vessels are maintained as mentioned

in my communication of the 3d instant, but some change in the vessels holding those positions has been made to equalize the duties.

By the loss of the *Pocahontas's* launch her 12-pounder howitzer is useless to her, and at the suggestion of Lieutenant Commanding Balch I have authorized him to loan it to the *Blunt*, to increase her armament, until your pleasure is known.

The *Restless* and *Roebuck* require some provisions, which will be furnished by the other vessels here. A few days ago this ship provisioned and watered the *Blunt*.

About a week ago an encampment of tents, of which we could count twenty-four, was pitched amongst the bushes and sand hills on Morris Island, one-half mile north of the site of the light-house, and daily one or two companies of soldiers are seen parading on the beach.

The *Flambeau* has been here since the 9th April, and is almost destitute of stores; therefore I have ordered her to Port Royal for supplies. At this time she can best be spared from the blockade, as it is moonlight all night.

By the *Flambeau* I send the six contrabands who came off to the *Blunt* on the 5th instant. They are not suitable for shipping.

Captain Hewett, of the English war steamer *Rinaldo*, informed me that the Charleston Mercury of this morning contained a telegraphic rumor that the united rebel armies of Stonewall Jackson and Curtis had defeated General Frémont, but were still retreating. Also a telegram that General Pope had captured 10,000 soldiers of Beauregard's army.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding movements of H. B. M. S. Rinaldo, off Charleston, S. C.

U. S. S. JAMES ADGER,

Off Charleston, June 10, 1862.

SIR: I have the honor to inform you that on the evening of the 8th instant the English steam sloop of war *Rinaldo*, Captain Hewett, arrived from Hampton Roads.

On account of bad weather she did not communicate with Charleston until this morning, when she landed Rev. Mr. Malet, who had a passport from Mr. Seward, Secretary of State, to travel in any part of the United States.

Lord Lyons's order to Captain Hewett (which was exhibited also) was to land Mr. Malet at Charleston to communicate to his sister the information of the death of her father.

The British consul from Charleston visited the *Rinaldo* this morning, and immediately after his departure she left for Savannah and New Orleans.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, restricting the expenditure of ammunition.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1862.

SIR: I have your interesting reports of May 30 and June 3. The former I enclosed to the Department by the *Bienville*; the latter I will forward by next opportunity.

I approve your course of procedure, but must enjoin upon you no unnecessary expenditure of ammunition, not alone in reference to our supplies of such, but on account of the guns, to say nothing of weakening the moral effect on the enemy. I know your experience has already suggested how difficult it is to satisfy troops on this head when cooperating with them.

If you can spare a gunboat for the Charleston blockade, please dispatch one there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Senior Officer in Stono River, S. C.

Letter from Brigadier-General Benham, U. S. Army, to Commander Drayton, U. S. Navy, suggesting stations for naval vessels.

HDQRS. NORTHERN DIVISION, DEPT. OF THE SOUTH,
On Board U. S. Transport Delaware,
Stono River, June 10, 1862.

CAPTAIN: I have the pleasure of forwarding to you a copy of the orders I have issued for the operations of our troops to-morrow morning—intended to break up the batteries that have been shelling your boats and General Wright's camps to-day.

I would respectfully suggest for the aid you so kindly offer from your gunboats that, say, two should aid General Stevens on our right, and be in communication with him, and that two others should be, say, where the *Huron* was to-day, just above his camp, to cross fire in his front and to shell the woods beyond, when they feel assured that they know where our forces are.

Another boat could be well occupied in commanding the road just this side of Newton's Cut, to prevent, or annoy reinforcements of the enemy. This road, I learn, can be covered in part from your gunboats.

Very respectfully, your obedient servant,

H. W. BENHAM,
Brigadier-General, Commanding.

Captain PERCIVAL DRAYTON, U. S. Navy,
Senior Naval Officer, Stono Station, S. C.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding general affairs in the vicinity of Stono Inlet, South Carolina.

U. S. S. PAWNEE,
Stono, June 10, 1862.

SIR: Although I know of no vessel about to sail, the opportunities when they do occur come so suddenly that I have scarce time for more than a few hurried lines, and I think it will be well to keep something on hand.

Since my last by the *Foulkes* nothing of importance has taken place. The troops have been gradually transferred to the James River [Island] side, and may be considered only to-day to have sufficiently recovered from their wetting and exposure to be in a proper condition for battle. Nearly the same positions are now occupied that were on the first day, and every attempt to penetrate farther into the island has as yet been unsuccessful, and they everywhere meet the fire of artillery, the position of which they half the time can not exactly discover. There are rumors of one or two regiments, and among them the German one of Tybee, having behaved badly, and although the Army of the South has been so long spoiling for a fight it does not seem to me that the spirit that leads to victory is prevalent, but rather a despondent tone is the prevailing one, nor do I think that Benham commands the confidence of his subordinates. Of course all advantage from a surprise has been lost, partly from the delay in Wright's arrival, partly from the horrible weather.

The only change that would interest us is the bringing again in sight of a floating battery, most likely the same one which fired at the *Undilla* before I came here. I went yesterday in the *Ellen* to examine it, and found that it mounts two heavy guns. It is placed evidently to flank the line of intrenchments beginning at Secessionville, and is placed in such shallow water that I suppose the *Ellen* could scarcely reach within a mile of it, and then only at the risk of grounding. I drew the fire both from it and from the fort near it, merely to judge of the number and character of the guns, which were six in all, of various calibers, as some of the shot went over while others fell short, and I left the *Ellen* and *Hale* in Light-House Creek to make a diversion in case of an attack being made in that direction by the army, but as they can only bring one gun each to bear at a time, I doubt their capacity to do much injury to the enemy. The only other fort on the water, that at Wappoo, as it lies entirely out of the proposed advance, I have not troubled lately.

The Parrott guns of the squadron are completely used up; the vent piece of the *Pembina's* has been blown out entirely and the vents of those of the *Ellen* are five-eighths of an inch [in diameter] and increasing rapidly; the state of the *Ottawa's*, no doubt, has been reported by her captain. They should all be replaced if possible, being not only dangerous, but difficult to use.

There has been considerable firing from the three gunboats above me at the request of General Wright throughout the day, and a hundred rounds go in no time, and they will soon be out of both XI-inch and Parrott shells. A grand reconnoissance will be made in the morning, which, if successful, will, perhaps, for a time, enable them to do without our fire, but I doubt the ability of the force here to go away

from our protection. As the *Cosmopolitan* leaves early in the morning, and I shall also move higher up the river, I shall not be able, most likely, to report the result; but we shall, under any circumstances, stand in need of more ammunition and coal. I am satisfied that half of our shell fired are wasted for the want of something longer than a 15-second fuze.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

JUNE 11, 5 a. m.

SIR: Owing to an attack made last evening by the Confederates on General Wright, our attack on them has been deferred for the present, if not altogether, as they showed such force as to render it unadvisable. I have been obliged to supply the soldiers with four barrels of whisky, which leaves me rather short. Can it be sent to me by the first opportunity?

The *Rowena* sailed on the 9th from Philadelphia.

Very respectfully,

P. D.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to the senior officer off Charleston, S. C., regarding changes of stations for certain vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1862.

SIR: I am compelled by the exigencies of the public service to withdraw from off Charleston the *Augusta* or *Alabama*, to relieve Commander Goldsborough at Wassaw, who will be ordered to replace the *Mohican* at St. Simon's Sound.

In case Commander Parrott, whose long service on the blockade entitles him to the selection, should prefer to remain off Charleston, you will order Commander Lanier, in the *Alabama*, to proceed immediately to this port and prepare for service at Wassaw.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. James Adger, Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, commending his services in Winyah Bay and Waccamaw River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 10, 1862.

SIR: I received your very interesting and satisfactory communication* of the 25th ultimo, detailing your proceedings in Winyah Bay,

*See p. 22.

your visit to Georgetown, and the ascent of the Waccamaw, which I immediately transmitted to the Department. This whole proceeding meets my entire approbation, and particularly your forbearance in not landing at Georgetown, as the result would not have been commensurate with the risk.

I was sorry to take the *Norwich* from your force, but the pressure on the blockade at Charleston and the necessity for gunboats in the Stono River compelled me to send her to Charleston.

I now dispatch in her stead the *Western World*, Lieutenant Commanding R. L. Law. She is an efficient vessel, has a formidable battery, and of light draft. I send up also a coal schooner.

It would give me pleasure to come up and see for myself the result of your operations, but the calls upon me here render it impossible at this moment. I will endeavor to do so a little later. I send your mails, etc.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross, Georgetown.

P. S.—I send back in the *Western World* Mr. Uptegrove, the pilot whom you sent here by the *Norwich*. He is of no use anywhere except in the waters of Winyah Bay. He should be paid for any service rendered in this way.

S. F. DU PONT,
Flag-Officer.

Order of the Secretary of the Navy to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, June 10, 1862.

SIR: As soon as the U. S. S. *South Carolina* is in all respects ready for sea, proceed with her to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

Transmit to the Department before sailing a muster roll of the crew and a separate list of the officers of the *South Carolina*.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JOHN J. ALMY,
Commanding U. S. S. South Carolina, Boston.

Report of Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, giving the movements of that vessel.

U. S. GUNBOAT SENECA,
Port Royal, S. C., June 11, 1862.

SIR: On the afternoon of the 6th the *Western World*, after being discharged, was piloted over the bar, and on the same evening we received supplies for the three weeks in this river from the *Massachusetts*, lying off the bar.

Early on the morning of the 7th we got underway and anchored at our usual point off Jacksonville. In the afternoon we were again underway and in the evening anchored near the *Patroon*, off the mouth of Black Creek, and 25 miles above Jacksonville. We supplied the *Patroon* fully with provisions.

The objects of the expedition on the morning of the 8th, the death of Lieutenant Sproston, as well as the circumstances attending, are given in a report of that date.

At 6 a. m. of the 8th we stood down the river and when 3 miles below Jacksonville took on board a Northern lady, who had no other means of rejoining her friends; and near the same point a rebel soldier, who had deserted and has taken the oath of allegiance. I bring them as passengers to Port Royal.

The schooner *Rainbow* crossed the bar on the evening of the 8th. The following day the weather was so rough as to prevent her discharge; every exertion will be made to effect it as soon as possible.

The nonarrival of the *Uncas* for so long a time, determined me to obey your order irrespective of her arrival, as the tides will serve well for a return, or to enter ports where full tides may be necessary.

I left the *Isaac Smith*, Lieutenant Commanding Nicholson in charge. The *Patroon*, as heretofore, is off Black Creek. I transferred Huston, the prisoner, to the *Isaac Smith*; there is a slight prospect of his recovery.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Flag-Officer Du Pont, U. S. Navy, to Colonel Brown, U. S. Army, in reply to his request for an armed tug for picket duty off Pinckney Island.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 11, 1862.

COLONEL: I received in the night your communication* of the 10th, enclosing one from Lieutenant-Colonel Beaver, reporting a certain number of boats and a rebel force at the white house opposite Pinckney Island, with your request for an armed tug.

Two gunboats sailed in the evening for Stono and Georgetown. Of the two tugs constantly required for the work of this squadron only one is armed and that one now undergoing repairs. On the other I am putting some howitzers and sending her to make a reconnoissance around Pinckney Island, where she may pick up the boats; but she can not remain to guard the pickets, as she is required here, and is not properly armed for the service.

I am, very respectfully, etc., colonel,

S. F. DU PONT,
Flag-Officer.

Colonel N. W. BROWN,
Headquarters, Hilton Head.

* Not found.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding the relief of that vessel by the U. S. S. Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 11, 1862.

SIR: I am dispatching the *Florida* to relieve you. Before her arrival, make the best disposition of your vessels which your judgment may dictate.

Select, if you can do so, thirty stout contrabands for work on boats, and bring them with you to Port Royal. They should be single men, of course.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. *Mohican*, Senior Officer, St. Simon's Sound.

P. S.—I send in another envelope some squadron papers, which you will please be careful to distribute to the vessels of your division.

Report of Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, regarding affairs in the vicinity of Winyah Bay and Santee River, South Carolina.

U. S. S. ALBATROSS,
Winyah Bay, June 12, 1862.

SIR: I have the honor to report that the steamer *Western World*, Acting Master Gregory, arrived here last evening. It was my intention to have run down to Port Royal, as I am entirely out of provisions; but I have received notice of the expected arrival of the steamer *Seabrook* and schooner *Darling* from Nassau, New Providence, and I will, therefore, in the absence of instructions, send a less effective vessel, the *Gem of the Sea*, for my provisions, and endeavor to capture them.

I send in the *Gem* Messrs. Wilson and Conway, who have escaped from Georgetown. They bring files of papers from Charleston to the 9th and from Richmond to the 5th instant, with other information of interest, which they will communicate.

Having had but this vessel in the bay, I have been confined in my movements to the security of North and South islands and the safety of my little colony of contrabands, numbering about 120 now, but which I can increase indefinitely if it is the policy [of] the Government to deprive the rebels of their slaves.

Since I was in Georgetown most of the inhabitants have left. The forces have been withdrawn and are now erecting a small battery on Black River, about 10 miles above the city, and obstructing the channel. To finish their works will require about three weeks, and before that I shall find time to run up and destroy them.

The boats of the *Gem of the Sea* captured, the other day, a schooner of small value, with salt, etc., which I dispatch to-day for New York. Captain Baxter will give you any particulars. A Nassau paper, however, was found aboard, which I send you, reporting the arrival of the steamer *Seabrook* from Charleston on the 19th of May, bringing Charleston papers of the 13th. She unquestionably escaped by Alligator Creek, which leads to Cape Romain, where there is a passage to

sea north of the cape at high water, as well as into Bull's Bay. I think she escaped from Bull's Bay. She could not have come out either North or South Santee, as I lay within 200 yards of the buoy and had my boats out every night. To blockade the Santee a vessel must lie within the river and above the Alligator Creek. If you can send me another steamer of light draft ($7\frac{1}{2}$ feet), I will run up the Santee 50 miles to Gourdin's and burn the bridge and trestlework (about a mile in length and which it cost two years' labor to construct) which cuts off the main railroad communication between Charleston and Richmond and will oblige the rebels to go round by Columbia, S. C. A single company of soldiers or marines could be employed with great service to the public, and would take the place often of a gunboat in protecting the islands.

I have been furnished the names, character, and political courses of most of the prominent inhabitants in this region, and I desire your general instructions what course I shall pursue toward them when in my power, and what in regard to their property, including negroes. For instance, shall I capture or destroy the rice, turpentine, mills, etc., of known rebels? It is understood that the rice of the Waccamaw, Pedee, and Black rivers goes to Richmond, and that of the Santee to Charleston. Shall I retain the contrabands here, who will be likely to increase greatly, or shall I send them to Port Royal?

I wish you to take into consideration the condition of the crew of this steamer. My men were shipped for one year only. The time of 27 has already expired. I have on board 27 men from the *Cumberland* and *Congress* who have learned that Congress has ordered their discharge; great dissatisfaction prevails among them, and I shall be likely to have trouble unless their places can be supplied. The time of 21 others, which comprises nearly all my crew, will expire early in September.

I send some requisitions, which I hope can be filled, as the articles are most of them greatly needed.

I am, sir, very respectfully, etc., your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

P. S.—Two small schooners have gotten out from Santee lately, the bark not being able to blockade it alone effectively.

G. A. P.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, commanding U. S. S. Seneca, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 12, 1862.

SIR: You will please proceed with the *Seneca* under your command off Charleston and report for blockading duty to Commander J. B. Marchand, senior officer there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding D. AMMEN,
U. S. S. Seneca.

Letter from Brigadier-General Wright, U. S. Army, to Commander Drayton, U. S. Navy, urging the retention of the naval force in Stono River for the protection of James Island.

HEADQUARTERS U. S. FORCES,
Grimball's Plantation, June 12, 1862.

CAPTAIN: When you stated yesterday that you had instructions from the flag-officer to send two of the gunboats from this station I requested that, if any discretion was left with you in the matter, the whole naval force should be retained here until our position on this island should be more assured, and I now have the honor to say that I still think it would be unwise to diminish our present force, either naval or military, by a single man or gun, until reinforcements arrive.

If, therefore, the discretion referred to above be left with you, I would ask that your force be not diminished until the flag-officer can be heard from again.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding.

Captain PERCIVAL DRAYTON,
U. S. S. Pawnee, Senior Naval Officer, Stono River, S. C.

Letter of Flag-Officer Du Pont, U. S. Navy, to Captain Harwood, U. S. Navy, regarding the defective armament of his vessels, and the need of an ordnance officer attached to the squadron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 13, 1862.

SIR: When I addressed the Bureau by last mail I did not believe that my apprehensions would be so soon verified as to the giving away of some of our ordnance under its constant use.

Enclosed please find certain extracts from Commander Drayton's official reports, who is conducting the operations of the gunboats in Stono River and tributaries.

I shall replace, so soon as I can, the Parrott guns out of order by those on board the sailing ships on the blockade, which have been but little used, but this is attended with delay and difficulty, having no light transports to cross the bars.

The Bureau will perceive the necessity of hurrying forward others, say four 20-pounder Parrotts, for the regular gunboats. The two 30-pounder Parrott rifles, announced in Bureau letter of 2d June, will answer for the *Ellen*. I hope these and the two 100-pounder Parrott rifles are on their way, for it is more than probable when the rebels find the army is not advancing on James Island, that they will bring some heavy guns against the gunboats and may give us trouble.

Some vessels of the squadron are still furnished with smoothbore muskets; they complain much of this. A vessel like the *Ellen*, for example, that goes everywhere is so much exposed in these inland waters. She recently felt herself helpless in returning a sharp fire from rifles until she could bring her guns to bear.

Commander Drayton complains that while he has an 80-pounder, which he is told not to use, that the new one sent out has no shell for it.

All these matters, so important in themselves and which give me so much concern, I think demonstrate the importance of having an ordnance officer attached to this squadron. All returns and the actual condition of cannon, arms, etc., would be made so much more satisfactorily to the Bureau. I applied early for such an officer, informed the Bureau I had done so, named a lieutenant who was seeking service, but it produced nothing.

The Bureau in its letter speaks of the "ordnance depot at Port Royal" and "the officer in charge of the ordnance stores on board the *Vermont*." Why, the latter ship has not even a gunner, and but for the devotion and intelligence of Commander Rodgers to these matters in addition to his own duties and the energies of my young flag lieutenant this department would be in confusion.

I submit, respectfully, whether the ordnance should not be sent forward by a steamer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain A. A. HARWOOD,
Chief of Bureau of Ordnance, etc.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Lieutenant Truxtun, U. S. Navy, commanding U. S. ship Dale, of an attack made by the Confederates upon Hutchinson's Island, South Carolina, June 13, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 16, 1862.

SIR: I have the honor to forward a very interesting and very graphic letter from Lieutenant Commanding Truxtun, of the *Dale*, giving in strong and earnest words the condition of many of these sea islands in consequence of the withdrawal of the army forces to Stono.

The *Dale* is anchored in St. Helena Sound, abreast of a fort on Otter Island, which, until lately, was occupied by the troops of General Hunter, while at the same time pickets were stationed on many of the adjacent islands to give notice of the approach of the rebels. In consequence of late projected movements, most of these forces have been transferred to Stono, leaving only the *Dale*, a sailing vessel, to protect the contrabands remaining of choice on the plantations, where many of them had been born.

The rebels, through information given by a negro who had been employed by our army, became aware of the absence of our troops, and under this man's guidance made a descent upon Mrs. Marsh's plantation, on Hutchinson's Island, surrounded the house, and with a ferocity characteristic at all events of this part of the South, murdered in cold blood the poor unfortunates, who were awakened from their slumbers to fall by the hands of the infuriated rebels.

The Department will perceive by the narrative how much the gunboats are looked up to by the contrabands for their defense and how much they are feared by the enemy for attack. Even while engaged in firing upon frightened unarmed blacks their constant dread was of the ship.

But while desirous to afford protection in all cases, I must earnestly press upon the Department the necessity of sending me more steam

vessels of light draft and at the same time calling the attention of the Government to the urgent need of more troops on this part of the coast.

A good portion of my force is now in the Stono River covering the army, and I am necessarily obliged to take these vessels from their legitimate duty of blockading and this at a time when, from information derived from the Department, a concerted attempt is about being made to break the blockade either by stratagem or force.

The army for months past has had control in a measure of many of the sea islands in this vicinity, extending to North Edisto. The contrabands have remained quietly here, cultivating the plantations under our protection, and it seems to me that the Government is bound by every principle of justice and policy to shield them from these barbarous inroads.

I think this a fitting occasion to bear testimony to the zeal and earnestness ever displayed by Lieutenant Commanding Truxtun since he has had charge of the waters of St. Helena Sound.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. SHIP DALE,

St. Helena Sound, S. C., June 13, 1862.

SIR: This morning at 4 o'clock it was reported to me that there was a large fire on Hutchinson's Island, and shortly after that a preconcerted signal, [indicating] that the enemy were in the vicinity, had been made from the house of our pilot. I immediately started in the gig, accompanied by the tender *Wild Cat*, Boatswain Downs; launch, Acting Midshipman Terry; first cutter, Acting Master Billings; second cutter, Acting Master Hawkins, and third cutter, Coxswain Shurtleff, up Horn or Big River Creek, in the direction of the fire. Soon after leaving the ship a canoe containing three negroes was met, who stated that the rebels, 300 strong, were at Mrs. Marsh's plantation killing all the negroes.

As we advanced up the creek we were constantly met by canoes with two or three negroes in them, panic-stricken and making their way to the ship, while white flags were to be seen flying from every inhabited point, around which were clustered groups of frightened fugitives. When about $2\frac{1}{2}$ miles from Mrs. Marsh's I was obliged to anchor the *Wild Cat* from the want of sufficient water in the channel, with orders to be ready to cover our retreat if necessary.

On arriving at Mrs. Marsh's the scene was most painful; her dwelling and chapel were in ruins, the air heavy with smoke, while at the landing were assembled over 100 souls, mostly women and children, in the utmost distress.

Throwing out a picket guard, and taking every proper measure against surprise, I satisfied myself that the enemy were not in our immediate neighborhood, the negroes assuring me that they had left the island and returned to Chapman's fort.

I then gathered the following particulars: The rebels during the night landed on the island from Chapman's fort with a force of unknown numbers, and guided by a negro who for a long time had been on Otter Island in the employ of the army, surrounded the house and chapel, in

which a large proportion of the negroes were housed, posting a strong guard to oppose our landing.

At early dawn they fired a volley through the house. As the alarmed people sprang nearly naked from their beds and rushed forth, frantic with fear, they were shot, arrested, or knocked down. The first enquiry of the rebels was for the "d—d Yankees," and at what time we were in the habit of visiting the islands, mingled with exclamations of "Be quick, boys, the people from the ship will be up," "Let's burn the houses," "Not yet, they will see the fire from the ship and come up."

Having collected most of the chickens and despoiled many of the poor people of their very wretched clothing, and telling them that, as they belonged to the estate, or others nearly adjoining, they would not molest them, they fired the building and fled.

As the people were clamorous to be removed, I filled the boats with them and pulled down to the tender, on board of which they were placed. On our return for the remainder, they were observed, as we approached the landing, to be in the utmost confusion, dashing wildly into the marshes and screaming, "The secesh are coming back." On investigation, however, it proved to be that the enemy, in full sight about 2 miles off, crossing an open space of ground, were in hasty retreat instead of advancing. On our first visit they must have been concealed in a patch of woods not more than half a mile from our pickets.

Having succeeded in removing or in providing with boats all who wished to remain to collect their little property, I returned to the ship, bringing with me about seventy, among them one man literally riddled with balls and buckshot (since dead); another shot through the lungs and struck over the forehead with a clubbed musket, leaving the bone perfectly bare; one woman shot in the leg, shoulder, and thigh; one far gone in pregnancy, with dislocation of the hip joint and injury to the womb, caused by leaping from a second-story window, and another with displacement of the cap of the knee and injury to the leg from the same cause.

It appears that the negro who guided the party had returned to them after the evacuation of this place, told them all the troops had been withdrawn, and that the islands were entirely unprotected except by this ship. I am therefore at a loss to account for their extreme barbarity to negroes, most of whom were living on the plantation where they had been born, peacefully tilling the ground for their support, which their masters, by deserting, had denied them, and who were not even remotely connected with the hated Yankee.

I would respectfully request that whenever one of the light-draft steamers, such as the *Planter* or the *Ellen*, can be spared for a day or two, she may be allowed to visit this place. The tender is, owing to the prevalence of sea breezes, almost useless in the narrow creeks except in advancing. The occasional trip of a small steamer up the Ashepoo would make the wooding and watering of this ship less hazardous.

I trust you will approve my sending the contrabands to Hilton Head. Had I not been unable to provide for such a large number, and so much embarrassed by the frequent demands made upon me for provisions by new arrivals, I should have waited for your orders in the matter.

Last Tuesday we had an arrival of thirty from the mainland, and scarce a day passed without one or more arrivals, always in a half-starved condition, whose appeals for food I have not yet been able to resist, though trespassing rather largely on the ship's stores. All the new arrivals give the same account of the want and scarcity of provisions among the white population, and of their own dangers and sufferings in effecting their escape.

Though exercising no control over the negroes on the neighboring islands, I have ever since the withdrawal of the troops urged them to move to Edisto or St. Helena, and warned them that some night they would be visited by the rebels; but the majority insisted on remaining because it was their home, while all seemed to have the most perfect faith in the protection of the ship, though, perhaps, as was the case last night, 10 or 12 miles distant from her.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal. S. C.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding the withdrawal of vessels from the Stono River.

U. S. S. PAWNEE,
Stono River, June 13, 1862.

SIR: A small tug has come alongside, bound to Port Royal, and gives me five minutes to write. I send by her 5 deserters from Fort Moultrie, sent in to me by the Charleston squadron. They desire all to go north, and I take this opportunity of forwarding them.

Generals Wright and Williams object so strenuously against my permitting the *Unadilla* or any other vessel to leave here for an instant that I can not do so unless you repeat your order. The report is that there are 30,000 men on the island, an attack from which force they look for every day, and they think their safety depends on our presence. As the batteries inland can now reach them, it seems to me that their position is untenable unless they can advance. General Benham agrees with me that it is a waste of ammunition firing at objects we do not see and miles distant, and has directed it stopped; his instance of the futility of such practice he very well illustrates by Pulaski, where the fort fired at them in just such works as we are expected to injure, and although they were in sight, after thirty-six hours firing had done them no injury. Lieutenant Burns, of the Army, has promised to see the prisoners delivered. There are constant alarms, but there has been no attack since the one I alluded to in my last.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

My reason for not sending the captain of the *Rowena* home was that he was too determined a looking man to trust with two of his crew, who were necessary to work the vessel, when I could only spare, myself, four, officers included.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, regarding trading permits issued by the Quartermaster's Department.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 14, 1862.

SIR: I have to acknowledge the receipt of your communications of the 1st and 10th instant.

I am glad that the *Planter* has proved so useful a transport, and that we have again been able so materially to aid the army, especially at a critical time when their generals were almost helpless for want of transports.

Your course with regard to vessels entering North Edisto for trade, exhibiting passes only from the military authorities, meets my approval. Enclosed you will find a copy of a communication from myself to Captain Fuller, the chief quartermaster at Hilton Head, on this matter, to which, as yet, no answer has been returned.

No vessel, unless an army transport or connected with the Quartermaster's Department, can enter and remain at North Edisto without a pass from me or a regular clearance from a collector. When any such vessel arrives, order her to leave the harbor and get a pass if she wishes to trade.

Enclosed you will find an order detaching Acting Master Collins from your ship. Please make out a more formal report of his case that I may forward it with a dispatch recommending his dismissal from the service.

I understand there is a good deal of labor involved in supplying the *Planter* with wood; would it not be well to organize a body of contrabands for this work?

Respectfully, etc.,

S. P. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. Crusader, North Edisto.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 11, 1862.

SIR: I have received a communication from Lieutenant Commanding Rhind referring to vessels arriving at North Edisto for the purpose of selling goods which are neither army transports nor connected with the Quartermaster's Department, and exhibiting as authority for doing so a paper issuing from the Quartermaster's Department and approved by the general in command, enjoining all Government vessels to let them pass unmolested.

I have to state that all such vessels will require a pass from me, as no military authority can give instructions to the vessels of my command in any of the waters blockaded by the ships of this squadron.

Lieutenant Commanding Rhind has very properly referred the matter to me, and I have intimated to him that in accordance with the general order, a copy of which is enclosed, army transports and all vessels connected with the Quartermaster's Department are to pass without any interference on his part, but that no other vessel will be

permitted to enter or remain at North Edisto without authority from myself or a regular clearance from a collector.

I shall give like instructions to my officers at all places held by the vessels of this squadron.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain C. E. FULLER,
Assistant Quartermaster, U. S. Army, Hilton Head.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, transmitting protest of Brigadier-General Wright, U. S. Army, against the withdrawal of vessels from Stono River until the arrival of reinforcements.

U. S. S. PAWNEE,
Off T. Grimball's, Stono [River], June 14, 1862.

SIR: No movement has occurred since my letter with the deserters. Our troops have not advanced, and the only notice the enemy take of them is the throwing every afternoon of a few shells into camp, which have not, however, done any harm beyond wounding two or three soldiers. This, of course, might become a serious annoyance, as answering the fire is very much like shooting at a person with your eyes shut. I think, however, that the fear of their being taken will prevent many heavy guns being placed in position on our front, and the lighter ones can not do much harm.

I enclose with this a kind of protest of General Wright against the removal, even for a time, of one of the gunboats. Both he and General Williams talk very strongly on the subject, even more so than is expressed in the letter. I do not see, myself, the necessity of so many vessels merely for the camp, and three times the number would not be sufficient for the whole river. There is no doubt, however, that our presence exercises a very beneficial effect on the morale of the troops. At any rate, I promised not to send any vessel away until I heard further from you.

Two more deserters came in this morning to the *Unadilla*, which lies above me. They are both foreigners and do not give much information.

Being so far removed from General Benham's headquarters, which are off Old Fort, while I am off Thomas Grimball's, it is difficult for me to know when vessels leave for Port Royal, but I endeavor to take advantage of every opportunity.

Very respectfully, your obedient servant,

P. DRAYTON,
Senior Officer.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

At present expect the *Ellen* and *Hale*, in Light-House Creek, and *Andrew*, off Legaréville. The vessels are with me here, guarding the camp of General Wright and its various approaches.

[Enclosure.]

HEADQUARTERS UNITED STATES FORCES,
Grimball's Plantation, S. C., June 12, 1862.

CAPTAIN: When you stated yesterday that you had instructions from the flag-officer to send two of the gunboats from this station I requested that if any discretion was left with you in the matter that the whole naval force should be retained here until our position on the island should be more assured, and I now have the honor to say that I still think it would be unwise to diminish our present force, either naval or military, by a single man or gun till reinforcements arrive.

If, therefore, the discretion referred to above be left with you, I would ask that your force be not diminished till the flag-officer can be again heard from.

Very respectfully, your obedient servant,

H. G. WRIGHT,
Brigadier-General, Commanding.

Captain P. DRAYTON,
U. S. S. Pawnee, Senior Naval Officer, Stono River, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding the contemplated breach of blockade by steamers from Nassau, New Providence.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 14, 1862.

SIR: I enclose copy of the last dispatch from the Department in reference to the contemplated running of the blockade by various steamers from Nassau.

I presume, after the last blow, so late in the season, we may look for continued settled weather for a time. In view of this, I wish you would consider the propriety of closing in the ships a little more. I am aware there are two sides to this question, and I leave the thing to your discretion and judgment from your better knowledge of the localities.

Will you, also, think if there would be any advantage in having a ship under Cape Romain? Lieutenant Commanding Upshur thinks there would be.

The *Flag* will follow the *Flambeau* to-morrow to report to you.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 14, 1862.

SIR: You will please proceed with the U. S. S. *Flag*, under your command off Charleston, and report to Commander J. B. Marchand, the senior officer, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. H. STRONG,
U. S. S. Flag, Port Royal.

[Order of same date and like tenor to Lieutenant J. H. Upshur, U. S. Navy, commanding U. S. S. *Flambeau*.]

Cooperation of the gunboats under Commander Drayton, U. S. Navy, with the army in Stono River, South Carolina, June 14-16, 1862.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
Stono [River], June 15, 1862.

DEAR SIR: There is nothing new since the 13th, except that the army opened yesterday a battery of the three guns, two Parrott 30s, one James', about 80-pounder, on the floating battery, and that at Secessionville, at about a mile and a half. So far, I do not think that any effect has been produced, although they seem to think it easy for the *Ellen*, with one gun, to have settled the concern, or at least they sometimes talk a little in that way, misled, perhaps, by our own loud talking.

No change has taken place in the condition of things here, except that by the work going on one would suppose that they were getting ready for a siege ashore. I have given the Parrott gun to the *Pembina*. Bankhead had managed to bush his, and reported it again in pretty good condition, but is glad, of course, to get a new one; those of the *Ellen*, I think now I can also have bushed, whenever I can get her long enough in my neighborhood, and her services can be spared for a day or two.

We have now, I think, plenty of ammunition, and coal enough for a month, the way we use it, or at least very nearly that quantity.

General Hunter goes about as far in one extreme as some of the army officers in the other; should we really perform some service of consequence for the army no words would be left strong enough for his thanks.

I send Mr. Haffards back, in case you should need him at Port Royal.

I also put in his charge the two deserters I spoke of. From their report, I should think the numbers on the island have been exaggerated, although I should think it not difficult, with the stringent conscription

act, to collect 30,000 men from the neighborhood of Charleston and Savannah in a little time.

Yours, very truly,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

P. S.—We have all, I believe, done whatever was possible, and so far no proposal has been made on the part of the generals that I have not at once acceded to, with the single exception of wasting ammunition by firing at enormous ranges and at what half the time is only to be guessed at by the compass. On this subject they are now, however, much more reasonable, in consequence, perhaps, of feeling more secure than they did at first. It gives me great pleasure to find that you, as well as General Hunter, are satisfied with what has been done. It has not been much, but I really can not think of any thing else except to attack forts with the small vessels that no one could occupy if we drove the people out, which I scarcely think we could do, if for nothing else, on account of the wretchedly shallow water and narrow channels.

I am, yours, most truly,

P. DRAYTON.

P. S. No. 2.—If possible, I will send forward two more deserters brought to me by the *Hale* from Folly River. Their story is pretty much like that of the others. They want work anywhere, but do not wish to stop in this neighborhood for fear of recapture through some accident of war.

Very respectfully,

P. DRAYTON.

P. S. No. 3.—If there is a spare master's mate anywhere I should like very much indeed to have him, as I only have one, and am one master short also; the latter, however, I do not care much about, unless I knew something of him beforehand; a troublesome person might again get everything wrong in the wardroom.

Rodgers mentions that the *Mohican* is ordered home. Does she require repairs?

Order of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, to Lieutenant Gillis, U. S. Navy, commanding U. S. S. E. B. Hale.

U. S. S. PAWNEE,
Stono [River], June 19, 1862.

SIR: I enclose you a copy of the instructions which I sent by you the other day to Captain Woolsey, and which I think will leave you as much freedom of action as you could desire. Of course, whatever General Stevens wishes done, must be attempted if not too unreasonable (as the attack on a fort with your small means). I should like a report from you of the action of your vessel on the morning of the 16th, when our troops attacked the batteries.

Very respectfully, your obedient servant,

P. DRAYTON,
Senior Officer.

Lieutenant Commanding J. H. GILLIS,
U. S. S. Hale, Light-House Creek, [South Carolina].

[Enclosure.]

U. S. S. PAWNEE,
Stono River, June 15, 1862.

Tell Captain Woolsey not to expose his vessels more than can be helped, and to say to the army officers that such is my desire. Of course he must not show any want of disposition to aid them, and if exposure is, in his judgment, necessary, he must subject himself to it, but our light vessels are too important to be needlessly, or, on a point of honor, jeopardized.

P. DRAYTON.

Captain GILLIS,
U. S. S. Hale.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

U. S. S. PAWNEE,
Stono River, June 17, 1862.

MY DEAR COMMODORE: General Benham determined at last, on the evening of the 15th, that a reconnoissance in force must be made in the direction of Secessionville, which was done at daylight of the following morning by the brigades of Wright and Stevens. The intrenchments were reached by a small portion of the troops, but, as it is said, they were not supported, and had to retire, when a general retreat was ordered and made without confusion, the enemy neither following nor firing after them. The loss on our part is said to be between 200 and 300 men. Owing to the mixing of regiments, the exact number could not be ascertained last night, and we have had such a deluge all day that I have not been able to get on shore. So well as I can arrive at the truth, I think it will be found that the force of the enemy was comparatively quite small, but well posted. The *Ellen*, from the other side with the *Hale*, threw about a hundred shell into the works to cover the retreat of our men, and we also threw a few here, but to no possible advantage; indeed, some of them, I believe came much nearer our own men than those of the enemy, as would be very likely to happen from the very vague and unintelligible directions telegraphed to us. The effect of our movement proves to me very clearly that, without a much larger force, we can not penetrate much beyond the river, and even then it must become here, as elsewhere, a war of artillery and parallels, as it appears out of the question to get raw troops to storm intrenchments; at any rate what we have here won't do it, and there is little doubt but that the few practicable routes across the island are well fortified. I should not be much surprised at this reverse rather inspiring the other side, and inducing an attack on our people, particularly if they manage to get from prisoners who were taken our small numbers. Although General Stevens had fired, the day before our attack, seventy rounds from his two 30-pounder Parrotts and one 80-pounder James at a mile and three-eighths on Secessionville and the floating battery, he could do neither of them the least injury, although, for the time, he thinks he drove the men from the latter, and their fire did not cost him a man; showing what I have always thought, that a distant fire is of scarcely any use, particularly against earthworks, where, when the shot comes so long after the report, it can be dodged ad infinitum, unless the num-

ber of guns is sufficient to keep up a continued fire and from different directions.

I am a little uncertain whether I was right in sending a list of all the vessels that were in this river when the *Rowena* was taken as being entitled to prize money. The matter is, of course, a mere trifle, but I would like to do it properly, and you will oblige me very much by permitting Mr. McKinley to inform me what is the rule in such a case.

Yours, very truly,

P. DRAYTON.

Flag-Officer DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

18th.—General Benham informs me this morning that our loss will be 500 men at least, judging from present appearances.

Letter from Brigadier-General Benham, U. S. Army, to Commander Drayton, U. S. Navy, regarding army advance toward Secessionville.

HDQRS. NORTHERN DISTRICT, DEPT. OF THE SOUTH,
Off Grimball's, on Stono River, S. C., June 17, 1862.

SIR: As you were present upon the evening of the 15th instant at the meeting of myself with Generals Wright and Stevens and Colonel Williams for discussing and arranging the plan of operations for the following morning for the reconnoissance or movement toward the fort at Secessionville, I would desire to ask of you if you heard any of these officers express any doubt as to the success of the operation, or make any objection to it whatever, or propose any change in the plans I offered other than one from General Stevens as to the time; which he strongly urged should be in the afternoon; or if you recollect that any change was made in my project, except as to this time; wherein, in consequence of the urgency of General Stevens that he should have open daylight for his movement, I yielded my plan of having him move between 3 and 3:30 a. m., that our troops might be upon the fort at earliest dawn, that they might not be aimed at in their approach, and consented that he should start at 4 or a quarter past 4 at furthest.

Very respectfully, captain, your most obedient servant,

H. W. BENHAM,

Brigadier-General, Commanding.

Captain PERCIVAL DRAYTON,

Senior Naval Officer on Stono River.

Confidential report of Flag-Officer Du Pont, U. S. Navy, enclosing a personal letter addressed to him by Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee.

Private and confidential.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 23, 1862.

MY DEAR SIR: As recent operations and results on St. Johns Island [John's, S. C.] in no manner pertained to my command, I have no official report to make of them, but will simply observe here that the

gunboats in the *Stono* rendered all the assistance in their power, and I believe were very important by their presence alone during the retreat of the troops.

I enclose for your perusal the copy of a very interesting private letter from Commander Drayton, which, it strikes me, you would like to see, but you will perceive he expresses himself to me without reserve, though with his usual calm and just spirit, and I beg you to consider it confidential.

With warm regards to Mr. Fox, I am, my dear sir, with great respect, faithfully yours,

S. F. DU PONT,
Flag-Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. PAWNEE,
Stono River, June 18, 1862.

DEAR SIR: There seems to be a good deal of mutual recrimination going on here, everyone laying the blame of defeat on everyone else, and I even understand unofficially that the *Ellen* is supposed not to have gone close enough or to have fired soon enough. The day was very blustering and tide low, which made it extremely difficult to keep that vessel afloat, and it was not a very easy thing to know when to fire with our own troops supposed to be mixed up with those of the enemy, particularly as the signal officer on board could not get into communication with our people. I could not of course, with [the] variety of cases likely to occur, give more than general orders for his guidance to Captain Woolsey; the last ones I sent him on the 15th by the commander of the *Hale*, and are as follows:

Tell Captain Woolsey not to expose his vessels more than can be helped, and to say to the army officers that such is my desire. Of course he must not show any want of disposition to aid them, and if exposure is, in his judgment, necessary he must subject himself to it, but our light vessels are too important to be needlessly or on a point of honor jeopardized.

The above, I considered, gave quite as much latitude as could be desired, and would at the same time support the captain in objecting to accede to any of those rash schemes which are sometimes proposed by those having neither risk nor responsibility. As I have seen Captain Woolsey three times lately under fire, and have observed how cool and collected he is, I am quite satisfied that he did, to the best of his judgment, what was possible under the circumstances. Of course what I refer to may be mere idle tattle, but even that is not to be treated with contempt. As I mentioned in a former letter, the firing was kept up from the *Ellen* until her two Parrotts were entirely disabled, owing to the bouching giving way. This damage I am, however, now repairing and hope to have the guns ready for use again by to-morrow night, or at least one of them. I enclose with this the copy of a letter written by me to General Benham, in answer to one which requested my recollections of what passed at the meeting held on the evening previous to the attack. The object of the call on me is, I suppose, to prove that at the time no objections were urged by the other officers. Of course every one will try and shoulder off his particular responsibility. Before we broke up I told General Stevens

that whatever orders he chose to give to the gunboats on his flanks would be obeyed by their captains, and that I would write such an order if he wished it, but he said it was not necessary. The fact is this unfortunate affair is only another version of New Orleans and Bunker Hill.

Very truly, yours,
 Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

P. DRAYTON.

[Subenclosure.]

U. S. S. PAWNEE,
Stono River, June 18, 1862.

SIR: In answer to your letter of the 17th, just received, I beg to state that on the occasion of the meeting referred to in it I can not recollect any opposition being offered to your proposed advance on Secessionville the following morning, except as regards the time you had fixed on, Brigadier-General Stevens being in favor of deferring it until the afternoon, although, however, no direct objections were made. I judge from a series of questions which were put to General Stevens by General Wright in regard to the effect produced, or likely to be produced, on the enemy's works by the battery of the latter that he was not in favor of a forward movement at the present time. I can not call to mind any particular expressions of Colonel Williams which would enable me to form an opinion as to his views, but must confess that the impression was made on me by the general tone of the conversation that while expressing every desire to further your views to the utmost of their power, the three officers above named were scarcely in favor of the movement. None of them, however, said as much as this, and General Wright did observe that we would take the battery, he thought. The only change made in your first plan of operations, so far as I could see, was to defer the movement a half hour later than first intended by you.

Very truly, yours,

P. DRAYTON,
Senior Naval Officer.

Brigadier-General H. W. BENHAM,
Commanding at the Stono.

Report of Lieutenant Gillis, U. S. Navy, commanding U. S. S. E. B. Hale.

U. S. S. E. B. HALE,
Stono River, June 19, 1862.

SIR: I would respectfully submit the following report of the part taken by this vessel in the attack on the rebel battery on the morning of the 16th instant:

At 3:30 a. m. of the 16th I received orders from Lieutenant Commanding Woolsey, of the *Ellen*, to get underway when he did and follow his motions. We soon after got underway, and, in company with the *Ellen*, proceeded up Light-House Creek to the woods on the left, where we came to anchor for the purpose, as I was informed, of keeping out of sight of the enemy until the attack had been made by the army. At about 4:30 heard heavy artillery and infantry firing; immediately got underway and proceeded on up the river until within range of the Tower battery, where we remained until our troops had been repulsed and had retired from the field, when the *Ellen* opened

fire with her Parrott guns. I immediately opened with the Parrott gun of this vessel, and fired nine rounds, when Captain Woolsey signaled me to come within hail, which I proceeded to do, and he informed me that the shells from my gun were stripping and the pieces were falling around his men, and directed me to take up a position where I could bring my broadside guns to bear, which I proceeded to do by going above the *Ellen* and running the bows of this vessel against the bank on the *Ellen's* port bow, that being the only way in which I could keep the vessel broadside to without anchoring. Lying in this position I fired 8 15-second shells and 6 solid shot, but being unable to reach the battery with either I ceased firing and reported to Captain Woolsey for further instructions. He told me that we had done all that we could, and soon after, the troops having all withdrawn and the action having closed so far as the army was concerned, we got underway and returned to our old anchorage, nearly opposite the picket station on Light-House Creek.

I can not help but add that it is my firm impression that had Captain Woolsey been unrestricted by instructions from the army, and his and this vessel been permitted to participate in the early part of the action, we could have been of the greatest service, and I believe that the result would have been favorable to our arms.

I am, very respectfully, your obedient servant,

JAMES H. GILLIS,
Lieutenant, Commanding.

Commander P. DRAYTON, U. S. NAVY,
Senior Officer, Stono River.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding an expedition made up the St. John's River, Florida, June 14, 1862.

U. S. S. ISAAC SMITH,
St. John's River, East Florida, June 17, 1862.

SIR: The *Uncas* arrived here upon the 11th instant. On the 14th I finished loading the schooner *Rainbow* with lumber for Government use; she will stop at Port Royal. The same day I started up the river and anchored near the *Patroon*, about 15 miles above Jacksonville; remained over the Sabbath, then started back with the *Patroon* in company. During this trip I received so many contrabands on board, as well as other passengers, that I dispatched the *Uncas* to Fernandina, as I could not accommodate them all on board the *Garibaldi*. The cause of so many leaving is that, at present, there are no troops at Jacksonville, the regiment that was stationed there having been sent to Tennessee.

I find the *Uncas* to be without any watch officers. The executive officer was both disobedient and disrespectful to his captain while I was up the river. I forward a report in regard to him. I have sent one of my masters for temporary duty there. Will you send that vessel an officer as well as the *Patroon*, about which vessel I have made you a separate report. I also call your attention to the leaky condition of this vessel in a special report.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON.

Flag-Officer SAML. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. ISAAC SMITH,
Off Mayport Mills, St. John's River, June 17, 1862.

MY DEAR CAPTAIN: You must excuse my troubling you so much with long, uninteresting notes; but the fact is I do not wish to write every little thing to the flag [officer] and, therefore, take advantage of your kindness and get you to explain matters. I went up the river Saturday last, and remained over Sunday about 15 miles above Jacksonville; found everything quiet. Shortly after dark the contrabands commenced coming in, and when I started on my return, Monday morning, I had 43 on board, 12 of whom were children, besides 4 free blacks. Off Jacksonville a flag of truce was waved. I anchored and sent a boat for two ladies, both widows, one of whom had four children. They had been nearly two months trying to get away, but as they were from the North could not get a pass. Fortunately all the troops left town on Saturday eve for Tennessee, and the town is, therefore, unoccupied by the rebels. Prince brought the *Uncas* round here and I was enabled to go up the river; otherwise I should have had to wait for a pilot. The draft of this vessel is so great, with coal in, that I have to move very cautiously; we are now drawing 10 feet 8 inches. I found the *Patroon* in a very bad condition; no one to lead among the officers; the captain, an amiable old gentleman, and four master's mates. The crew steal the whisky with false keys from the spirit room, get drunk and mutinous, fight, etc. The engineers say the executive officer has no authority over their department and the paymaster and others say the same; consequently there was no head. I went on board and told all hands at muster that I would keep her with me; that if they touched the ship's whisky I would request the captain to carry out a law of Congress which authorizes him to stop the liquor portion of the ration in case of drunkenness, and that I would take it all on board of my vessel; and, finally, I sent one of my masters, Mr. Corser, on board with orders to regulate matters. On my arrival here I find the *Uncas* also in a bad way. She is very short of officers; one master and one mate. The master, who is executive officer, was both disobedient and mutinous to the captain. I send the report to the flag. I have also loaned one other of my masters to her. Will you not be able to send a couple of efficient officers as executive officers to these vessels? I was in hopes to find the *Darlington* here with stores. I have to send the *Uncas* to Fernandina with the passengers, as I can not feed so many mouths, and the widows are ladies, Mrs. Pickering and Mrs. Fleming. I hope that they will meet with courtesy the whole way North, for they have endured enough of suffering from the rebels to last them. Please send me any news. I shall dispatch the *Garibaldi* shortly for provisions, as the *Uncas* has none.

Remember me to friends, and believe me to be, truly, yours,

J. W. A. NICHOLSON.

Captain RODGERS,
Commanding Wabash.

P. S.—I am repairing my upper works and decks. It is slow work. I want a lot of tenpenny nails and pitch. Our hull is fast going by the worms; we have to pump three times a day now; leaking about 2 inches an hour; formerly, or two weeks ago, she did not leak a drop.

J. W. A. N.

P. S.—The whole of the banks of the river as far as one can see is planted with corn. They say corn enough in Florida for all of the Southern rebel States. If we carry their darkies off they can not gather it; one consolation.

J. N.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding signal books for vessels commanded by volunteer officers.

NAVY DEPARTMENT, June 17, 1862.

SIR: I have received your letter of the 9th instant on the subject of furnishing the vessels in the squadron commanded by volunteer officers with signal books. The Department authorizes you to use your discretion in the matter of signals. It is desirable, as soon as practicable, to use the naval signal book generally. I have also to acknowledge the following communications from you in relation to bursting of guns: June 9, enclosing appraisement of the steamer *Planter*; June 9, acknowledging the receipt of the Department's letters.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,

Commanding, etc., Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, transferring him from command at Wassaw Sound to St. Simon's Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 18, 1862.

SIR: On receipt of this order you will please hand over the charge of Wassaw Sound to Commander Parrott, with such information as your experience there will dictate, and proceed to St. Simon's Sound and relieve Commander Godon, of the *Mohican*, in those waters, delivering to him the enclosed order.

The *Augusta* takes down your condenser, mails, etc.

I rely upon your previous interest taken in affairs at St. Simon's and the surrounding waters for a continuance of the same [in] watching the possible attempts at running the blockade, as well as the humane protection of the contrabands.

Respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Commander GOLDSBOROUGH,

U. S. S. Florida, Senior Officer Wassaw Sound, Georgia.

P. S.—You will please receive from Commander Parrott a certain quantity of condemned bread, which you will take to St. Simon's for the contrabands.

S. F. D. P.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, for the dispatch of the U. S. ship Vandalia to Port Royal Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: The *Braziliera* proceeds to Wassaw Sound towed by the *Augusta*.

On her arrival you will at once, before proceeding to St. Simon's, dispatch the *Vandalia* to this anchorage.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
U. S. S. *Florida*, Wassaw Sound, [Georgia].

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to relieve Commander Goldsborough from duty in Wassaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: When ready you will please proceed to Wassaw Sound and relieve Commander Goldsborough, of the *Florida*, at present in charge of those waters.

He will give you such local information and the results of his experience as may be desirable for you to have.

The main object of occupying this sound is for an inside blockade, as it is one of the approaches to Savannah. It is no longer probable that any attempt will be made from without.

The rebels, however, have three steamers yet in Savannah, the ———, mounting two guns, the ———, mounting two guns, and the *Fingal*, mounting four. By Wilmington River they could avoid Pulaski and reach the [Wassaw] Sound, but the deserters and contrabands represent them as laid up. Still, a proper vigilance should be kept up.

A boat's crew and officers captured from the *Sumpter*, and my general order of the 2d instant, will call to mind the necessity of not letting boats go off on pleasure parties.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Commander E. G. PARROTT,
U. S. S. *Augusta*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, regarding transfer of command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: On the arrival of the *Florida* you will transfer the charge of St. Simon's Sound and the adjacent waters to Commander Goldsbor-

ough, giving him all the information which your experience may suggest.

You will then return to this anchorage for further orders.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. Mohican, St. Simon's.

*Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand,
U. S. Navy, regarding the U. S. S. Norwich.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: On receipt of this please order the *Norwich* to go into Stono and report to Commander Drayton.

I have ordered the *Hale* and *Henry Andrew* from there to Georgetown.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer off Charleston.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, expressing approval of operations in the Stono River and explaining the withdrawal of vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: Your several reports since those of May 30 and June 3, already acknowledged, have been received, and I beg to say your operations in the Stono with the division of gunboats under your command have been very satisfactory to me and creditable also to you and the officers and men employed.

You will perceive by a general order from Major-General Hunter, issued on the 14th instant, that your operations have been equally gratifying to him and the army present.

I am compelled to withdraw a portion of your force, for I must have the *Hale* and *Henry Andrew* on account of their draft for operations in Georgetown, S. C. The *Norwich* will replace one of them.

I have information from the Department of an organized intention to force the blockade on a large scale, either by stratagem or force, and that portion of the squadron now in the Stono is withdrawn for my own legitimate and pressing duties. If the generals near you are disposed to demur, please let them know this, but the vessels must be sent immediately to Georgetown to report to Commander Prentiss.

In consequence of having no small vessel to watch the *Santee*, the *Seabrook*, steamer, has escaped to Nassau, where I think she will carry such information as will direct a portion of the steam fleet waiting

there to Georgetown; besides, I have other important duty for Commander Prentiss and he must have the light-draft vessels to execute it.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
U. S. S. Pawnee, Senior Officer, Stono.

P. S.—The *Hale* and *Henry Andrew* will first report to Commander Marchand, of the *James Adger*, off Charleston, receiving from him certain marines to accompany these steamers to Georgetown.

S. F. Du P.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Lowry, U. S. Marine Corps, to proceed in command of marine guards of the U. S. steamers E. B. Hale and Henry Andrew to Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: You will please take passage in the *Hope* and report to Commander Marchand, of the *James Adger*, senior officer off Charleston.

Commander Marchand will, agreeably to orders forwarded by the *Hope*, place on board of the *Hale* and *Henry Andrew* the marine guards of the *James Adger*, *Keystone State*, and *Alabama*, of which you will assume the command, and with which you will proceed to Georgetown, S. C., and report to Commander Prentiss, of the *Albatross*, for special service in the neighboring waters.

When your services and those of the marines can be dispensed with the marines will be returned to their respective ships and you will resume your duties on board the *Wabash*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

First Lieutenant H. B. LOWRY,
U. S. Marine Corps, U. S. S. Wabash, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, regarding proposed destruction of railroad bridge and erection of battery in Black River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: I have your communication of the 12th instant, detailing your operations since your previous report; these are satisfactory. I regret, of course, the escape of the *Seabrook*, but this could not be avoided with your small force, and it was impossible for me to increase it.

I am much impressed by your suggestions in reference to the burning of the railroad bridge and the erection of a battery on Black River, and notwithstanding the great demand upon the light-draft

vessels in Stono and elsewhere, I am ordering the *Hale* and *H. Andrew* (7½ feet) to proceed immediately and report to you.

These steamers will be accompanied by some marines from the ships off Charleston, but they must be returned to their respective vessels as soon as you have finished operations in the Santee.

If you can destroy that bridge, it will be a very handsome thing.

You will receive and protect all contrabands that come in and send them, if most convenient, to Port Royal.

I have noted especially your report of the condition of your crew, so many of whom are over their term of enlistment, and also the position of the men from the *Cumberland* and *Congress*.

I can see no better way of meeting the emergency and doing what is just to the men than for you, so soon as you get through the operations on the Santee and elsewhere, to leave the senior officer in charge of the waters you are now holding and proceed to Philadelphia, get another crew, and return to your station.

You will therefore do this without further orders, after reporting your proceedings to me.

The capture of any rebel property, such as cotton and rice, is proper. I would not destroy, however, buildings or houses unless used by the rebels for stationing pickets or any other military purpose which may be annoying. This, of course, does not apply to the railroad bridge.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross, Georgetown.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Hope, to proceed as bearer of dispatches to Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 18, 1862.

SIR: You will proceed with the accompanying dispatches, first to Stono, reporting to Commander Drayton, and thence off Charleston, reporting to Commander Marchand.

After delivering the dispatches, as above directed, you will return at once to this anchorage.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master J. E. ROCKWELL,
Commanding U. S. Schooner Hope, Port Royal.

Above modified: You will proceed to Charleston direct, and the dispatches intended for Commander Drayton you will deliver to Commander Marchand, to be sent by the *Norwich* to Stono. Show these orders to Commander Marchand.

S. F. D. P.

Order of the Secretary of the Navy to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed with that vessel to Port Royal, S. C.

NAVY DEPARTMENT, June 18, 1862.

SIR: So soon as the U. S. S. *Bienville* is ready for sea, proceed with her to Port Royal and report to Flag-Officer Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville, Philadelphia.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, directing an exchange of arms between that vessel and the U. S. bark Gem of the Sea.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 19, 1862.

SIR: You will please, before proceeding north with the *Albatross*, make such exchanges in arms with the *Gem of the Sea* as will contribute most to her efficiency, giving to her rifles for her smoothbore muskets, and leaving with her your howitzer or boat gun, which you will replace on your arrival at Philadelphia.

I send by the *Gem of the Sea* Messrs. Wilson and Conway, who desire to take their families north.

If you are willing to give them a passage in the *Albatross* to Philadelphia, you can do so.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross, Georgetown.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, to proceed to Georgetown, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 19, 1862.

SIR: You will proceed with the *Gem of the Sea*, under your command off Georgetown, and report for duty to Commander Prentiss, taking back with you Messrs. Wilson and Conway.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant I. B. BAXTER,
Commanding U. S. bark Gem of the Sea, Port Royal.

Order of Commander Marchand, U. S. Navy, to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed into Stono River, South Carolina.

U. S. S. JAMES ADGER,
Off Charleston, June 19, 1862.

SIR: You will be pleased to proceed immediately with the *Norwich* into the Stono River and report to Captain Drayton, commanding the naval forces there.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Lieutenant Commanding JAMES M. DUNCAN,
Commanding U. S. S. Norwich, off Charleston.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, giving information received from contrabands regarding the situation in Charleston.

U. S. S. PAWNEE,
Stono, June 19, 1862.

MY DEAR COMMODORE: The *Norwich* came in this afternoon, and I will send out the *Hale* and *Andrew* to-morrow; they are now in Light-House Creek.

The loss that our troops met with the other day appears to be even greater than rumor first made it, being now put down at 700. It was a mad undertaking to risk that murderous fire behind breastworks, which our history, of all others, shows to be so terrible. There is, however, one part of the affair still to be explained, and that is why they did not open on our retreating troops; had they, it seems to me nothing could have prevented a stampede. Poor Benham is of course the scapegoat, and his great previous unpopularity does deprive him of that support which a man gets, justly or unjustly, from personal friends in times of misfortune. The orderly retreat which the troops were able to make has prevented anything like demoralization.

Two contrabands came in to-day from Charleston. Like the rest I have seen, they represent the harbor as completely blocked up, the ordinary channel completely stopped, and vessels obliged to come over the middle ground (probably at high tide only) and close to a palmetto fort erected there recently. They say that in front of the piles are iron-pointed snags at an angle of 45°, and that off Moultrie they saw some torpedoes placed as large as the gunboat's cabin. Charleston is evidently not to be given up without a struggle.

Another piece of information from our runaways was that the banks had been removed to Columbia, as well as the church bells, as he said, to prevent our ringing them if we got into the city.

We must get a good many more troops here, or ours will soon become a mere besieged army, simply allowed to remain because we are behind them. The report is that since the Secessionville fight the enemy are advancing their batteries.

General Benham has gone to Port Royal for a day or two.

Yours, very truly,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Baker, U. S. Navy, commanding the yacht America as bearer of mails, etc.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 19, 1862.

SIR: You will proceed with the yacht *America* under your command off St. John's Bar, [Florida], and communicate with Lieutenant Commanding Nicholson, or the senior officer present, delivering to him all mails and express matter for the vessels in that river. Judge Burritt, who goes with you as a passenger, you will land at the same time.

You will then proceed off Mosquito Inlet and communicate with the *Wyandotte*, Lieutenant Commanding Whiting, delivering to him all mails and packages addressed to that vessel.

On your return you will run into Fernandina and communicate with Lieutenant Commanding Clary, of the *Dawn*, delivering the mails and express matter to him.

You will then repair to this anchorage without delay.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master JONATHAN BAKER,
Commanding Yacht *America*.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. S. Huntsville, announcing the departure of that vessel for Key West, Fla.

U. S. S. HUNTSVILLE,
New York, June 19, 1862.

SIR: I have the honor to report the U. S. S. *Huntsville* as ready for sea, and that she will sail to-day for Key West, touching, by the orders of Commodore Paulding, at Port Royal, to deliver some ordnance stores to Flag-Officer Du Pont.

Please find enclosed muster roll of crew and list of officers attached to the *Huntsville*.

I remain, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, regarding affairs off Charleston, S. C., and damage to vessels by heavy gale.

U. S. S. JAMES ADGER,
Off Charleston, June 19, 1862.

SIR: By the arrival of the *Hope*, at 3 o'clock this morning, I have the honor to acknowledge the receipt of your orders to send the *Norwich* into Stono and place on board the *Henry Andrew* and *Hale* the marine guard of this ship, the *Keystone State*, and *Alabama*.

At daylight I will dispatch the *Norwich*, and as soon as the other two vessels reach here will place the marines on board.

Another heavy gale occurred on the 16th instant, in which the windlass of the *Roebuck* was broken and the eyebolts, to which the bowsprit gammoning of the *G. W. Blunt* is secured, were carried away. The former can be partially repaired, as will appear by a separate report, whilst the latter can be done in whole by one of our steamers.

It was my intention to have sent the *Flambeau* to cruise off Cape Romain and to the southward of that place, but, finding her crippled, the *Pocahontas* is employed there. Yesterday Lieutenant Commanding Balch informed me that he saw the *Western World* at anchor between the islands inside of Cape Romain light-house, but on account of the roughness of the sea did not communicate.

The water has been so rough since the arrival of the *Seneca* that Lieutenant Commanding Ammen has not yet succeeded in going into Pumpkin Hill Channel to ascertain what batteries are on the southern part of Morris Island or among the encampment of soldiers in the neighborhood of the light-house. It has been arranged that he would go in this morning.

There are no indications that any attempt has been made to violate the blockade of this place for the last three weeks.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Additional report of Commander Marchand, commanding U. S. S. James Adger, regarding damage to vessels, and transmitting copy of circular order.

U. S. S. JAMES ADGER,

Off Charleston, June 20, 1862.

SIR: There has been a succession of bad weather for weeks. Now it has seemingly become settled.

During the gale of the 16th instant, in addition to breaking the windlass of the *Roebuck* and almost loss of bowsprit of the *G. W. Blunt* by the eyebolts parting, to which the gammoning was secured, mentioned in my communication of yesterday morning, I have been informed that the cable of the *Alabama* parted, resulting in the loss of an anchor and 20 fathoms of chain, and that the windlass of the *Shepherd Knapp* was seriously wrecked. Some of the vessels also dragged their anchors, rendering it necessary to shift berth subsequently.

Acting Master Huse, who came yesterday morning in the *Western World*, with orders from you to some vessel of the blockading squadron deficient in officers, I ordered to duty on board this ship, as there was a vacancy and he [was] originally attached to her and sent home sick.

To-day Lieutenant Commanding Ammen succeeded in buoying the Pumpkin Hill Channel, and to-morrow, if the weather will permit, will try the guns of the *Seneca* upon the enemy's encampment on Morris Island.

It would be desirable to have another coal vessel sent to this place, if the weather will suit. The one now here will be discharged to-morrow.

This evening the *Henry Andrew* and *Hale* stopped on their way from Stono [River] to Georgetown, and the marine guards of this ship, the *Alabama*, and the *Keystone State* were placed on board the former.

The nights are very dark, most suitable for running the blockade, but I most sincerely hope that the positions assigned the blockading vessels and the enterprise of the officers will prevent its being successfully done.

Herewith I send a copy of a circular to the commanding officers, issued on the 16th instant.

I am, sir, most respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

Circular.]

U. S. S. JAMES ADGER,

Off Charleston, June 16, 1862.

The dark nights are nearly approaching, and the commander in chief expects the utmost vigilance in preventing the blockade from being broken.

Steamers will anchor as close in as safety will permit, and in bad weather shift berth farther out. Each commanding officer to look out for the safety of his vessel.

The steamers off Dewees Inlet and Cape Romain will, at the earliest dawn of day, be underway to intercept vessels in the offing or attempting to enter or leave the blockaded places.

J. B. MARCHAND,

Commander and Senior Officer.

Order of Commander Drayton, U. S. Navy, to Lieutenant Gillis, U. S. Navy, commanding U. S. S. E. B. Hale, to report for duty off Georgetown, S. C.

U. S. S. PAWNEE,

Stono, June 20, 1862.

SIR: You will proceed at once to the *James Adger*, now blockading Charleston, and report yourself to Captain Marchand, who is to supply you with some marines; having taken these on board you will then, with as little delay as possible, report your vessel to Captain Prentiss, of the *Albatross*, the senior officer off Georgetown, S. C., for duty with his division. Please deliver the accompanying letter from the flag-officer to Captain Prentiss.

Very respectfully, your obedient servant,

P. DRAYTON,

Commander, Senior Officer.

Lieutenant Commanding J. H. GILLIS,

U. S. S. Hale, Stono River.

Report of Commander Marchand, U. S. Navy, of the arrival off Charleston of H. I. M. S. Renaudin, with dispatches for the French consul.

U. S. S. JAMES ADGER,

Off Charleston, June 20, 1862.

SIR: I have the honor to inform you that the French vessel of war *Renaudin*, Le Cardinal, commanding, arrived yesterday from New York with dispatches for the French consul here.

After communicating with our squadron a boat was sent from her to Charleston.

She still remains at anchor under Rattlesnake Shoal.

Her commander said that on leaving he would go to Port Royal.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, regarding the capture of the British schooner Sarah, off Charleston.

U. S. S. KEYSTONE STATE,

Off Charleston, S. C., June 20, 1862.

SIR: I have the honor to report that late last night, in the commencement of a squall, about 10:30, a schooner was discovered running out from Charleston. I slipped and chased, coming up with and boarding the English schooner *Sarah*, of and for Nassau; cargo, 156 bales upland cotton. This afternoon I dispatched the *Sarah* to Philadelphia, under the command of Acting Master's Mate Edwin W. Partridge, with a prize crew of five men from this vessel. The captain of the *Sarah*, C. A. Russell, was the only person of her original party I sent home, my poverty in the way of men being thirty short, and also the want of accommodations preventing my sending a prize crew sufficiently strong, and I consequently have deemed it proper to retain the balance of the *Sarah's* party, some nine all told, until an opportunity is offered to send them north. The *Sarah* cost me several gun [shots] and several volleys of musketry, there being a manifest determination to resist capture.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commander.

Flag-Officer SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

I enclose a late Charleston paper found on board the *Sarah*.

Report of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., regarding the capture by the U. S. steamers Keystone State and Alabama of the schooners Sarah and Catalina.

U. S. S. JAMES ADGER,

Off Charleston, June 20, 1862.

SIR: I have the honor to inform you that about 2 o'clock this morning the U. S. S. *Keystone State*, Commander Le Roy, captured the English schooner *Sarah*, of and for Nassau, laden with 156 bales of cotton, having just come out of Charleston.

I have also to advise you that this morning at daylight the U. S. S. *Alabama*, Commander Lanier, captured a small schooner laden with 33 bales of cotton, which had, during the heavy squall of the past night, also come out of Charleston. About the time the latter was boarded a bundle of papers was seen to be thrown overboard. No papers or flag could be found on board. The master would give no information,

not even the name of the vessel, but on examining the stern, *Catalina* of Charleston, could be read, covered with lead-colored paint.

Both vessels were sent to Philadelphia for adjudication.

From contradictory statements made I am satisfied that but two vessels attempted to come out last night, and both were captured. They unite, however, in saying that there are but three schooners and one brig in Charleston laden with cotton that intend attempting to come out, in consequence of the refusal of the provost-marshal of the city to grant permits for shipping that article.

They further represent that the only two large vessels in Charleston Harbor (which we daily see), a ship and a bark, that had been waiting for many months an opportunity for running the blockade, have discharged their cargoes of cotton.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Lanier, U. S. Navy, commanding U. S. S. Alabama, regarding the capture of the schooner Catalina.

U. S. S. ALABAMA,
Off Charleston, S. C., June 26, 1862.

SIR: I have the honor to report that on the morning of 20th June I captured the schooner *Catherine* [*Catalina*], loaded with cotton. Just previous to the capture her papers and flag were thrown over-board. She was a fast sailing schooner, belonging to Charleston, S. C.

I herewith enclose a list of the officers and crew of this vessel, who are entitled to prize money for the schooner *Catherine* [*Catalina*], also for the schooner *Sarah*, captured three hours previous by the U. S. S. *Keystone State*, being in company with the *Alabama* at the time.

The prize schooner *Catherine* [*Catalina*] was sent to Philadelphia.

I am, very respectfully, your obedient servant,

E. LANIER,
Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Operations of the vessels under Commander Prentiss, U. S. Navy, in the vicinity of Georgetown, S. C.; capture of the Confederate steam tug Treaty and schooners Louisa and Volante, June 20-July 3, 1862.

Report of Commander Prentiss, U. S. Navy.

U. S. S. ALBATROSS,
Winyah Bay, July 2, 1862.

SIR: I have the honor to report that on the night of the 20th of June, I sent two boats, under command of Acting Master Du Bois, into the Santee and captured the steam tug *Treaty*, the schooner *Louisa*, of Charleston, bound to Nassau, New Providence, with 147 bales cotton and two lighters of rice. On the day following the steamers *Andrew* and *Hale* arrived; the *Andrew* getting ashore through the fault of her

pilot detained us two tides. I had sounded and buoyed the channel of the South Santee meanwhile, being assured by my pilot that that bar had the deepest water, and that we had a clear passage from North to South Santee.

On the 24th ultimo we passed the bar (*Hale*, *Western World*, and *Andrew*) with 11 feet of water and entered the South Santee. Soon after entering the *Western World* grounded, detaining us two tides. Next, the *Andrew* got ashore, and with a succession of westerly winds, low tides, intricate channels, and the very bad steerage of the two long steamers added, I did not reach the passage to North Santee till the evening of the 25th ultimo. From here I sent the tug forward to explore. The water was found to be deep enough, but several of the turns were so short that the *Hale* alone might possibly make them. I had no choice but to return.

Passing a second time Blake's plantation, we were fired upon by artillery, riflemen, and cavalry; the shots passed over and near the *Andrew*, the sternmost vessel. We turned back, shelled them into the woods, landed the marines and a party of seamen, burned the mill and dwellings that harbored them, together with about 100,000 bushels of rice.

Lieutenant Lowry threw out skirmishers and advanced cautiously into the adjoining woods, when he was attacked by the rebels in force. He retreated, fighting, as directed by me, under the cover of the steamers.

A marine was wounded in the leg and a number of others had very narrow escapes; several rebels were killed or badly wounded, but the accounts are conflicting. Near 400 slaves came down to the steamers and were taken aboard. This plantation has long been the headquarters of a regiment stationed there to protect vessels running the blockade through South Santee and Alligator Creek.

I commenced my work anew. Leaving South Santee on the morning of the 28th I ordered Acting Lieutenant Baxter to sound and buoy the bar of North Santee. Anchored in Winyah Bay and landed the contrabands on North Island.

On Monday, the 30th ultimo, I ran up with the four steamers to Georgetown and sent in a flag of truce to the mayor, desiring him to send on board the wives of Messrs. Wilson and Coburn, having made up my mind somewhat reluctantly to bombard and seize the city if the demand was not complied with. They were, after some delay, sent off with the answer, a copy of which I enclose.

With regard to Georgetown I have something to say and will say it here.

There is an encampment about 2 miles from the city, inland, containing, as nearly as I can learn, two companies of artillery and a squadron of cavalry. Whenever I approach they are warned and enter the town. I learn the citizens wish to surrender the place, and so save their property. The military, who are from the interior, are determined to burn it and retreat if attacked. A single gunboat can capture or destroy the place, but I think, under the circumstances, as we can not hold it, it would be neither politic nor humane. There is some comment, I am aware, upon my course, as it may be lawfully attacked, but I should be a very unwilling agent in its destruction.

Leaving Georgetown in the evening I ran up the Waccamaw 35 miles, that I might be reported as far as possible from the Santee. I

returned last evening to this anchorage, bringing five lighters of rice for the support of the contrabands.

To-day (July 2) I learn from Captain Baxter that he will complete his work by to-night, and that the bar can be passed with 10 feet water. At the same time comes other information quite disheartening. My pilot, Prince, upon whom I shall have mainly to depend, says the water above has fallen 5 feet, which will compel him to keep the channel closely, and that he dares not undertake to carry vessels of such length as the *Andrew* and *Western World* around the abrupt turns of the river at this stage. And it would certainly be very imprudent to make the attempt with the *Hale* alone, in the condition she is reported to be in. The question perplexes me very much, and I have but a few hours to decide. I shall collect to-night such information from the Santee contrabands as I can, consult with the commanders of the vessels, and if a reasonable hope of success appears, cross the bar to-morrow. If otherwise determined, I shall not detain the vessels a moment, but order them to their previous stations and proceed to my destination.

This afternoon a small schooner, of about 30 tons, ran into this port; she proved to be the *Volante*, from and of Nassau. The master supposed he was running into Wilmington. He is loaded with salt and fish, and under English colors. He says he loaded to run the blockade, though his papers are prepared for Baltimore. I shall send you some items of news from Nassau which are of import.

July 3.—The expedition is a failure. The opinion is unanimous that we can not get up the river, and I give it up, extenuating nothing. I am much mortified, and will not soon propose another.

I have ordered the *Hale*, the *Andrew*, and the marines back to their several stations, and I shall proceed to-morrow to Boston. I leave Acting [Volunteer] Lieutenant Baxter in charge, with the *Western World*, Acting Master Gregory, for his assistant in keeping the blockade and protecting the contrabands, whose number has swelled to over 600, and is increasing daily by arrivals. I forward the 60 you require for the *Vermont* by the *Hope*, and would send them all if the *Western World* could possibly be spared. I send you files of papers from Richmond and Charleston, the last date from Charleston (the 28th) giving very interesting telegraphic news from Richmond.

I shall take with me to Boston the prize schooner *Louisa*, leaving a tugboat, which you may find very useful, and a pilot boat for you to dispose of as you may think best.

* * * * *

I am, sir, very respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. ALBATROSS, June 30, 1862.

SIR: I have on board my vessel Messrs. Wilson and Coburn, citizens of the United States, whose wives are now in the city of Georgetown. I desire they be permitted to come on board this vessel with their personal effects.

I shall be glad to have an interview with you, or some authorized agent, as it may save bloodshed and the destruction of property.

Safe conduct will be given.

I am, sir, respectfully, your obedient servant,

GEO. A. PRENTISS,
Senior Officer, Commanding.

The Honorable MAYOR OF GEORGETOWN, S. C.

Additional report of Commander Prentiss, U. S. Navy.

U. S. S. ALBATROSS,
Winyah Bay, South Carolina, July 3, 1862.

SIR: I have the honor to report the following property as prize to the United States naval forces at this place:

One hundred and three casks of clean rice, prize to the U. S. steamers *Albatross* and *Norwich*, taken in a lighter about 12 miles up the Waccamaw River above Georgetown, and shipped this day in the coal schooner *J. S. Warring* for New York. Captured May 22, 1862.

By the same vessels the same day, at Georgetown, a pilot schooner of about 25 tons, also a two-masted sailboat, about 10 tons burden. These two schooners are now here near the light-house.

Captured by a boat expedition from the U. S. S. *Albatross*, up the Santee River, about 14 miles from its mouth, on June 20, 1862, one schooner, known as the *Louisa*, loaded with cotton, supposed to be 130 bales. The mate and three men and a boy were all the persons found on board. No papers; one rebel and two English flags. At the same time and place, by the same force, was taken a steam tugboat called the *North Santee*, also two lighters loaded with rough rice, which I have sent to New York in the schooner *J. S. Warring*.

Captured July 1, about 30 miles up the Waccamaw River, three lighters with 65 casks clean rice, and two lighters with rough rice in bulk. Vessels engaged, U. S. steamers *Albatross*, *E. B. Hale*, *Western World*, *Henry Andrew*, and men from bark *Gem of the Sea* on board steam tug *North Santee*.

Captured July 2, schooner *Volante*, loaded with salt and fish, with English colors, from Nassau, New Providence, for Baltimore; came over the Georgetown Bar into this bay while the four steamers were lying at anchor here.

I learn from the captain of the *Volante* that the schooner *Julia* was at Nassau loaded with salt, bound for the South Carolina coast.

The steamer *Oreto*, believed to have six 32-pounders, rifled, very swift, built in Liverpool expressly for the Confederate States of America, is shortly expected to arrive at Nassau.

Semmes and Maffitt are also there.

I am, respectfully, your obedient servant,

GEO. A. PRENTISS,
Senior Officer, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.'

Report of Acting Master Gregory. U. S. Navy, commanding U. S. S. Western World.

U. S. S. WESTERN WORLD,

Off Georgetown, Winyah Bay, S. C., July 2, 1862.

SIR: I have the honor to report to you that at 1:30 p. m., this day, the British schooner *Volante* came into this bay, having the English colors flying. I immediately sent an armed boat alongside and boarded her. I found by her papers that her crew consisted of Captain J. E. Driver, T. B. Lee, mate; S. W. Sweeting, seaman; B. Welch, cook; R. Beale, seaman. Her cargo consists of 200 sacks of salt, 50 barrels mackerel, 500 boxes herring, 1 barrel beef, 1 barrel pork.

The said schooner's papers stated that she was from Nassau, New Providence, bound to Baltimore, Md., but the captain has since acknowledged that it was his intention to run the blockade, but the wind blowing a gale from the southward, and mistaking our vessels for those belonging to the rebels, he put into this port.

The following men have been sent home with the prize crew as witnesses: J. E. Driver, captain; T. B. Lee, mate; B. Welch, cook.

Very respectfully, your obedient servant,

SAML. B. GREGORY,
Acting Master, Commanding.

The following United States vessels were in sight at the time of the capture of the prize schooner *Volante*: Steamer *Albatross*, steamer *E. B. Hale*, steamer *Henry Andrew*, and bark *Gem of the Sea*.

Order of the Secretary of the Navy to Lieutenant Hughes, U. S. Navy, commanding U. S. S. Mohawk to proceed to Port Royal, S. C.

NAVY DEPARTMENT, June 21, 1862.

SIR: As soon as the U. S. S. *Mohawk*, under your command, is ready for sea proceed with her with all practicable dispatch to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant A. K. HUGHES,
Commanding U. S. S. Mohawk, New York.

Engagement at Simmons' Bluff, S. C., June 21, 1862.*

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 25, 1862.

SIR: I enclose another interesting report from Lieutenant Commanding Rhind of further operations in North Edisto.

On the 21st instant, with the *Crusader* and the *Planter*, and piloted by Robert Smalls, he ran up North Edisto River into Wadmelaw Sound [River] as far as Simmons' Bluff, which is on the mainland.

The rebels had an encampment there and some artillery, but made

* For Army reports see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, vol. 14, p. 105 et seq.

no use of the latter. A few broadsides from the *Crusader* dispersed the enemy, and Lieutenant Commanding Rhind, on landing with a company of the Fifty-fifth Pennsylvania Volunteers, under command of Captain Bennett, met with no resistance. About thirty tents and some cabins used as quarters were fired, and a few muskets brought away. We had no casualties.

The Department has noticed how active Lieutenant Commanding Rhind has been while holding the waters of North Edisto, but I respectfully submit that he should have a better command sent to him when the Department can do so, for I think he has justly earned one.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Rhind, U. S. Navy, commanding U. S. S. *Crusader*.

U. S. S. *CRUSADER*,

North Edisto, June 23, 1862.

SIR: I enclose a report of an expedition to Simmon's Bluff, on Wadmelaw Sound [River]. I prepared the *Planter* for it by building some musket-proof bulwarks around her aft and about her machinery. We were piloted up by Robert Smalls, and were detained but once, by grounding near Bear Bluff, the *Planter* soon hauling us off. I enclose also two orders of the commandant of the guard at the bluff, dated the previous day, and extracts from two letters found there, one just written by the medical officer to his family and not dispatched, the other received by some person in the Sixteenth Regiment from a brother at Sullivan's Island. I send you this letter, as it gives some account of the loss of the enemy in the first skirmishes at Stono. The Sixteenth South Carolina Volunteers made better use of their legs than the new guns alluded to by the medical officer. The few taken were Enfields, and, with the cartridge boxes, seemed to have been just served out. I have engaged contrabands to cut wood for the *Planter* and pay them \$2 a cord for it. She came here with little provisions and has been supplied from this vessel, reducing our own stock now to little over two weeks.

Should nothing occur here to render her detention absolutely necessary I propose to send her to Port Royal the last of this week for provisions.

Very respectfully, your obedient servant,

A. C. RHIND,

Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Additional report of Lieutenant Rhind, U. S. Navy, commanding U. S. S. *Crusader*.

U. S. S. *CRUSADER*,

North Edisto, [South Carolina], June 23, 1862.

SIR: On the 21st I took this vessel, followed by the *Planter*, Acting Master Phoenix, up to Simmons' Bluff, on Wadmelaw Sound [River],

and after a short engagement drove off the force of the enemy stationed there and captured and destroyed their camp.

On board the *Planter* were 4 officers and 70 men of the Fifty-fifth Pennsylvania Volunteers, under command of Captain Bennett. From orders and papers found in the camp it appears that the force at the point consisted of the Marion Artillery and two companies of the Sixteenth Regiment South Carolina Volunteers, and that the regiment was placed 2 miles back. As we approached the point the artillery (which seemed to be quartered in some plantation houses near a mile off) was seen advancing and some baggage wagons going off from the bluff. We advanced slowly, without firing, my object being to draw the artillery down, but they seemed to halt in a clump of woods some distance from the point, and apparently retired, as we saw no more of them during the day.

We passed slowly by the bluff at half pistol-shot distance, and received a smart musketry fire from rifle pits and the houses. Our nearness seemed to have disconcerted their aim, as their volleys passed harmlessly over our heads. A couple of broadsides were discharged at them, and when the smoke cleared away the enemy had disappeared.

Rounding to, above the bluff, we passed slowly down again and anchored abreast the rifle pits and houses. I then went on board the *Planter* and taking her in to the shore landed with Captain Bennett's command, fired their tents, about thirty in number, and some cabins used as quarters. The enemy had taken off the baggage, etc., before we landed. A few muskets and other articles were brought away. We returned to our anchorage off the wharf about 6 p. m. without loss and with very trifling damage.

Colonel White, of the Fifty-fifth Pennsylvania, commanding the post here, and his officers and men cooperated with us with great cordiality.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

ORDER No. —.]

SIMMONS' BLUFF, *June 20, 1862.*

All persons are strictly prohibited from taking any vegetables, such as corn, squashes, tomatoes, melons, potatoes, etc., from either plantation on this island. Melons not half ripe have been wantonly destroyed by those who had no regard for the rights of others or their own future comfort. The crops on this island have been left under the charge and for the use of the Marion Artillery. While the commander of the post is willing to divide with his brother soldiers any vegetables or fruit, he is not willing to see all deprived of a comfort by the unlicensed depredations of a few. Anyone, therefore, going into the vegetable gardens without special permission will be punished, and if depredations continue a guard will be posted night and day to protect them.

EDWARD L. PARKER,
Captain, Marion Artillery, Commanding Post.

SIMMONS' BLUFF, *June 20, 1862.*

GENTLEMEN: I am sorry to have to call your attention to the fact that since the arrival of your respective commands great destruction has been committed on the vegetables (unripe) left in my charge by the proprietors of the island. I have been endeavoring to save for the general good all green food for man and horse, and I was astonished and provoked to find the melon vines stripped and the fruit wantonly destroyed; potatoes dug up by the row and wasting. No one but the commissary of my company has the right to pluck a single thing. I will order him to send to yourselves one-half of the produce, and if any soldiers are caught (either of my or your commands) trespassing, they will be promptly reported and punished. I beg that you will instruct your lines in such a way as to prevent the necessity of my again noticing the matter. My commissary will see you this afternoon and arrange with you as to the best manner of supplying yourselves. The men of your command are entitled to draw from the headquarters of the brigade.

I am, respectfully, your obedient servant,

EDWARD L. PARKER,
Captain, Marion Artillery, Commanding Post.

Captains McJUNKIN and BARNETT.

Extracts from letters found in camp at Simmons' Bluff, June 20, 1862.

We have moved off from the regiment about 2 miles to Simmons' Bluff.

We are camped in a very nice place, supposed to be very healthy, as it is the summer resort of a good many planters.

We will soon have a plenty of green corn, tomatoes, potatoes, and okra in abundance; that is, if the Yankees do not drive us away from here. We are in a ticklish place now; the Yanks can shell us at any time; we are anxious for the fray, so we can try our new guns. We got some new guns, called the Enfield musket. We want a Yankee boat to come along. We will give her a warm reception. I am acting as doctor for our two companies, etc.

W. B.

SULLIVAN'S ISLAND, *June 12, 1862.*

They are fighting at Stono and James Island every two or three days, or rather skirmishing. I can see the smoke and hear the guns. I suppose that our side lost 65 killed, wounded, and missing last Sunday, and last night the news came over that in yesterday's fight our men lost 50 killed and 100 wounded, but to-day's paper has not come yet, so I can not give you a correct account of yesterday's fight. I do not know how soon we may have to leave this place, or where we may have to go, etc.

DAVID SOUTHERN.

BENJ. J. SOUTHERN,

*Care Captain Barnett, 16th Regiment, S. C. V.
Adams' Run, Camp Leesburg, S. C.*

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, acknowledging receipt of reports.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 30, 1862.

SIR: I have to acknowledge your two interesting communications of the 23d instant, giving an account of your expedition to Simmons' Bluff and dispersing a rebel encampment there. I have forwarded a copy of your report to the Department, with a dispatch which I closed with the following paragraph:

The Department has noticed how active Lieutenant Commanding Rhind has been while holding the waters of North Edisto, but I respectfully submit that he should have a better command sent to him when the Department can do so, for I think he has justly earned one.

I enclose to you a general order of Major-General Hunter, dated June 21, arising out of the conduct of the captain of the *Delaware*.

This case was brought to the attention of Brigadier-General Benham immediately after the occurrence, but no action was taken on his part.

I then reported the matter to General Hunter, who acted promptly and effectively, as you will perceive by reading his communication to me, a copy of which is enclosed. Brigadier-General Benham had evidently never mentioned the occurrence to him.

Presuming that it will be more agreeable to you to come to Port Royal for your stores I will endeavor to send a vessel to relieve you in time.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. Crusader, North Edisto.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, relative to the dismissal of the master of the army transport Delaware.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 21, 1862.

COMMODORE: I have the honor to acknowledge the receipt of your communication, dated June 1, 1862, covering evidence as to the insolent and outrageous conduct of the master of the transport *Delaware* on the occasion of being boarded by a boat from the *U. S. S. Crusader*, on the afternoon of May 13, 1862.

I can assure you, commodore, my only regret is that the matter was not earlier brought to my notice. Such conduct as that of Master Cannon's being in the highest degree reprehensible in itself, and the more particularly so when tending (in so far as his small means lay) to jeopardize that perfect harmony and accord between the two branches of the national service upon the perfect union of which the best interests of our country are staked.

The moment Master Cannon arrives here he shall be dismissed and sent north; but now let me speak as to the provisions of your general order No. 12, bearing date "Flagship *Wabash*, Port Royal Harbor, May 17, 1862."

With the spirit and argument of your letter to Brigadier-General Benham, bearing date May 17, 1862, I most fully and cordially concur. As the sentinels and guardians of the sea, your vessels have the same right to challenge all passers by that our sentinels and pickets have on shore, and not only the right but the duty. I can not consent, in so far as lies within my power, that this important duty shall be waived through any too delicate desire to avoid possible misunderstanding with this branch of the service. Far from objecting to such vigilance, we have been taught to honor and insist upon it, and by a general order, which will be issued to-day, all masters of transports will be made to understand that the safety of the blockade can not be imperiled in deference to their fancied immunity, or claimed immunity, from the right of visit.

I am, commodore, with the highest respect, your most obedient servant,

D. HUNTER,
Major-General, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

General order of Major-General Hunter, U. S. Army, announcing no immunity to army vessels from the rules of blockade.

GENERAL ORDERS,) HDQRS. DEPT. OF THE SOUTH,
No. —. (*Hilton Head, Port Royal, S. C., June 21, 1862.*

Hereafter no army transport or vessel in the employ of the United States Government entering or leaving, or seeking to enter or leave any of the ports, harbors, or rivers of this department, shall claim immunity from visit by the vessels of the United States blockading squadron on the plea of Government employment, or any other plea whatsoever, and any master of an army transport or vessel in the employ of the Government contravening the provisions of this order shall be promptly dismissed the service.

By command of Major-General D. Hunter:

CHARLES G. HALPINE,
Major and Assistant Adjutant-General.

Letter of acknowledgment from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 21, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communication of this date in reference to the conduct of the master of the steamer *Delaware*, which it became my duty to bring to your notice.

The very prompt and thorough action on your part, vindicating so completely the military principles and proprieties insisted on on all sides, induce me to ask, as a favor, if Captain Cannon is satisfied of his misconduct and ready to admit it to Lieutenant Commanding Rhind, that you may not deem it necessary to discharge him from the public

employ. I am the more disposed to make this suggestion, for I learn the master of the *Delaware* has been a very efficient man in the line of his duty, and as he will be so well instructed as to his future course by the emphatic manner in which you have been pleased to view his conduct, I think this may be done with propriety.

Gratified and sympathizing in all you have expressed as to the harmony and union which should direct the two branches of the national service,

I am, general, with great respect, your most obedient servant,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,
Commanding Department of the South.

Circular order of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., regarding lights on vessels underway in the night.

U. S. S. JAMES ADGER,
Off Charleston, June 21, 1862.

On and after Monday, June 23, and until further orders, when a vessel is underway in the night she will hoist three perpendicular lights at her gaff, each at least 8 feet apart; the upper and lower lights to be white and the middle red. Should it be important to move secretly, the lights will only be bent on ready for hoisting and kept covered.

J. B. MARCHAND,
Commander and Senior Officer.

Report of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., regarding the results of a reconnoissance in that harbor made by U. S. S. Seneca, Lieutenant Ammen, U. S. Navy, commanding.

U. S. S. JAMES ADGER,
Off Charleston, June 22, 1862.

SIR: I have the honor to inform you that yesterday Lieutenant Commanding Ammen took the *Seneca* through Pumpkin Hill Channel into the main Ship Channel and thence within range of the guns of Fort Sumter, when he returned, having effected the object of the reconnoissance.

During his passage up and down the main Ship Channel he fired repeatedly into the old but abandoned battery at Light-House Inlet, into an encampment of nearly one hundred tents on Morris Island, from which the enemy, supposed to be about two companies, ran most vigorously, and one shot into Cumming's Point battery.

One shot only was fired by the enemy, and that from Fort Sumter, after the *Seneca* had steamed some hundreds of yards on her return.

A floating battery was seen over Morris Island having a couple of guns mounted, which I suppose to be the same reported by the contrabands a couple of months ago stationed there to defend the creek back of that island.

The reconnoissance was a successful one, showing that no batteries existed or were visible on Morris Island, except the one at Cumming's

Point, and that the guns there do not directly command the main Ship Channel as far as the *Seneca* went on account of the intervening sand hills, but possibly may be useful by giving them elevation. Another important question was settled, being the range of the gun from Fort Sumter in that direction.

Lieutenant Commanding Ammen also made a reconnoissance along Sullivan's Island this morning without firing guns; the result of the observation I have not yet heard.

The coal brig *Sea Lion*, which has been here for some time supplying the vessels, left this morning for Port Royal. Her master kept 50 tons of coal for ballast. I request that another coal vessel will soon be sent.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, acknowledging receipt of dispatches, etc.

U. S. S. JAMES ADGER,

Off Charleston, June 22, 1862.

SIR: I have the honor to advise you that the *Hope* arrived about sunset to-day, bringing a mail and late newspapers, which you were pleased to send, for which I ask your acceptance of my thanks.

I have further to acknowledge the receipt of your dispatch of yesterday in relation to forward officers' and engineers' stores, and to the disposition of the *Flambeau*; also a dispatch from the Navy Department to you in relation to and list of suspected vessels, besides a circular from the Bureau of Ordnance and Hydrography as to the vessels which have not made the necessary returns.

As soon as the requisitions can be obtained from the various vessels the *Keystone State* will leave for Port Royal for the stores, agreeably to your instructions.

I will do myself the pleasure to return, as soon as copied, the dispatches from the Navy Department relating to vessels expected to run the blockade, and the list of suspected vessels.

Upon the delivery of the dispatches and mail the *Hope* started for North Edisto.

Since my communication this morning nothing has transpired in this division of the squadron.

The French vessel of war *Renaudin* will leave early to-morrow for Port Royal and her commander, M. Le Cardinal, has volunteered to take a mail, by whom this communication will be sent.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander.

Flag-Officer S. F. DU PONT,

Commander in Chief, etc.

P. S.—This morning I forwarded a communication from Lieutenant Commanding Balch in relation to the condition of the boilers of the *Pocahontas*. Since then I have represented the great inconvenience which would result from the withdrawal of that steamer from the blockade during the coming dark nights, and he informed me that it was not his desire to go into port until the moonlight nights returned, but that he considered it his duty to make the representation to account for the greater consumption of fuel and less speed of the steamer.

J. B. M.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding affairs at Stono, S. C.

U. S. S. PAWNEE,
Stono, June 23, 1862.

SIR: Nothing new has occurred since my last letter. The *Hale* and *Andrew* went out on the 20th, the day after the arrival of the *Norwich*, which vessel I have stationed off Legaréville. There has been no movement here since the attack on Secessionville. The enemy are, however, from what we can see and hear, strengthening their works in every direction, so that without a large force all advance is hopeless, and then it must be to a certain extent by regular approaches. If they meet with a defeat at Richmond, I doubt whether anything more is attempted here than holding their position, but if inspirited by success, it seems to me they must attempt to shell out our camps, which certainly can be done with their superior numbers whenever they choose. The more I hear of the details of the late battle the more I am convinced that our men never had a chance of success, and that all the talk of their being in the works and the enemy leaving them is very much in that spirit of exaggeration which induces men so often to represent themselves as the only survivors of their regiment, and I now see that the story of the *Ellen*, which for the moment annoyed me, was merely one of the other fabrications.

Everyone appears much relieved that Benham is off. I have never met anyone who appears more disliked by everyone than he seems to be. As we are all in want of various articles in the paymaster's department I have sent Mr. [L. C.] Merrill (ours) down to the *Bibb* to collect them, as Captain Boutelle has offered to bring back whatever we require. As the term of service of most of his men is about expiring he thinks it proper to go and see you on the subject, and even wants to take the vessel north. If he does, I think some one ought to take his place, as buoys are constantly breaking adrift or changing their location, and most of the bars on this coast are bad enough at the best and well buoyed. I think that Captain Marchand sent some of his vessels in to shell the lower part of Morris Island, with what effect, however, I do not know; of course, it is very well to keep them stirred up, but until the army is ready to take advantage of it by a forward movement I see no particular use in wasting ammunition in firing at batteries, even supposing that for the moment people are driven out of them, or rather, under cover of the parapet, which is about as much as they generally go out unless an assault is expected.

I have enclosed a few papers, the nature of which I have explained to Captain Rodgers.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports regarding the escape of two steamers off Charleston, S. C., June 23, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 27, 1862.

SIR: I enclose two communications, one from Commander Marchand and the other from Commander Le Roy.

It appears that between 2 and 3 o'clock of the morning of the 23d instant two steamers attempted to run the blockade. One, a screw steamer, supposed to be the *Hero* and under British colors, succeeded in passing our line and entering Maffitt's Channel.

At daylight she was observed to be aground near the Moultrie house, close to a battery of four guns and protected also by the guns of Sumter and the battery on Cumming's Point. The *Seneca* approached as near as she could with safety and fired several shells, which, however, fell short, while those of the rebels, from their rifled cannon, passed 300 or 400 yards over and beyond the *Seneca*.

The other steamer was a side-wheel, and proved to be the *Nashville*, now known as the *Thomas L. Wragg*.

Finding it impossible to enter, she stood out to sea, followed by the *Keystone State*, *Flag*, and *James Adger*, the two latter, however, soon gave up the pursuit, finding it useless; but the *Keystone State* continued the chase during the entire day, lightening his vessel in every possible way, and toward evening was rapidly gaining on her, but darkness coming on, with thick rain squalls, the *Nashville* succeeded in eluding pursuit. The *Keystone State* chased her over 300 miles, and is the only vessel in the squadron that can compete with her in speed.

It is unnecessary for me to state to the Department how much I regret this occurrence, but having myself visited the Charleston station, and given personal attention to the proper placing of the blockading vessels, I am satisfied that no improvement can be made in this respect, and in justice to the officers off there, I do not hesitate to say that greater vigilance could not be exercised.

I have already informed the Department that an arc of 13 miles has to be covered, and although it might be supposed that eight steamers and four sailing vessels would cover this, nautical men know that a ship may pass within two cable's length on an ordinary dark night without being seen.

I should have had full twenty vessels off Charleston, but for the necessary operations in Stono and Georgetown, S. C., and if the Department wish to render the running of this blockade impossible I must respectfully ask for more steamers. Sailing vessels are of no use; indeed, I am afraid they serve as beacons to the enemy, being seen so much farther than the steamers. In this connection I may

refer to a dispatch from the Department, received last evening, enclosing a communication from a Mr. Adams to the Assistant Secretary of State, speaking of the escape from Charleston of the British steamer *Economist*.

This vessel got out of Charleston when most of the blockading force was engaged in the expedition southward, resulting in the possession of the whole coast as far as Mosquito Inlet, and when there were comparatively few ships off Charleston.

The details, however, as given in Mr. Adams' communication, are as absurd as the story that the *Wabash* was there. The statements are simply untrue.

Since writing the above, I have looked again at these papers, and observe that the individual who addresses the Assistant Secretary of State is not a member of the United States legation. He seems to have volunteered this information, which the under secretary apparently did not consider worthy of notice.

As the officers off Charleston are ceaseless in their vigilance, I have already asked the Department not to permit itself to be disturbed by idle stories and falsehoods told at Nassau and in England derogatory to them to suit rebel purposes.

I enclose copies of two letters from Mr. Whiting, consul at Nassau, which Flag-Officer Lardner may not have forwarded. Commander Stellwagen informs me that H. B. M. S. *Bull Dog* is convoying these vessels to sea on their way to break the blockade.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. JAMES ADGER,
Off Charleston, June 24, 1862.

SIR: I am mortified to inform you that at 2:30 o'clock yesterday morning a steamer succeeded in passing through our blockading lines and nearly into Maffitt's Channel before she was discovered to be a stranger. At daylight she was observed to be aground near the Moultrie house, close to a battery of four guns, one a rifled cannon, and also under the guns of Forts Sumter and Moultrie and the battery on Cumming's Point.

She was a screw steamer and showed English colors.

Lieutenant Commanding Ammen, in the *Seneca*, approached as near as he could with safety and threw several shells, but the distance was too great to be effective, while the shot from the enemy's rifled guns passed 300 or 400 yards over the *Seneca*.

In the meantime, by the aid of two tugboats, the steamer was hauled off and ran into Charleston.

I have also to inform you that immediately following the screw steamer, was a large side-wheel steamer, in appearance like this ship. A couple of shots were fired at her by the *Seneca*, when she turned and stood seaward.

Chase was given by the *Keystone State*, by this ship, and subsequently by the *Flag* from off Dewees Inlet, but her speed was very

great. This ship pursued 40 miles and, losing ground, returned to this anchorage yesterday noon. The *Flag* followed 55 or 60 miles unsuccessfully and returned at 3:30 o'clock in the afternoon, leaving only the *Keystone State*, which is fast, to continue the pursuit, and when last seen seemed to be gaining slowly on the stranger.

The *Keystone State* has not yet returned at this hour, 9:30 a. m.

Both steamers, in running the blockade, followed close along the south side of Rattlesnake Shoal. Last night new positions had been occupied by the blockading vessels, but no attempt was made to go in or out.

The reconnoissance of Maffitt's Channel on the morning of the 22d instant by the *Seneca* revealed nothing but what had been apparent to the eyes for weeks.

It was my intention to have sent you various communications by the French vessel of war *Renaudin*, but she left yesterday morning while this vessel was chasing, above referred to.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Office.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

U. S. S. KEYSTONE STATE,

Off Charleston, June 25, 1862.

SIR: I have to report that about 3 a. m. on the 23d, making a suspicious vessel bearing about N. N. E., and probably within 2 miles from my anchorage, apparently seeking to enter the harbor of Charleston, I at once gave orders to slip, but before doing so a couple of guns from inshore gave the alarm (I think from the *Seneca*), and the vessel, too, cautioned by signals from shore, turned seaward and the guns starting her, proceeded offshore at full speed, this ship following, and after 6 o'clock seemingly to slowly raise her, at times we would gain and then the chase. It being discovered the steamer was the *Thomas L. Wragg*, formerly the *Nashville*, I felt satisfied it would depend entirely upon circumstances if we outran her, and it being necessary to lighten ship, I started all but about 3,000 gallons of water, and hove overboard some 75 fathoms of an old and poor chain cable, shifting the quarter-deck guns farther forward, and sending down fore and fore-topsail yards and housing the fore-topmast. Up to noon we had gained possibly a mile on the steamer, but after 12 m. and until 3:30, we lost more than we had gained; after 3:30 we gained rapidly on her, and could we have had three or four hours more daylight I believe we would have neared sufficiently to have used our rifle with effect, and captured or destroyed the vessel.

During the afternoon in the thick rain squalls the steamer attempted, by altering her course, to throw us off, but we were enabled to prevent him.

During the first watch it proved thick, rainy, and squally, but we thought we had sight of her until 9 or 9:30 p. m.; after that we could see nothing. I continued on the same course (that took us to the east end of Abaco) until midnight, when, seeing nothing of the vessel, I hauled a little more to the eastward, and at daylight there being nothing in sight I ordered the ship headed for off Charleston, having

approached to within about 90 or 95 miles of Abaco, and believing it useless to proceed any farther, for if the chase with her great speed was proceeding to Nassau, I felt satisfied she would be safe in British waters before I could get near.

Trusting my course in chasing so far from my station will meet with your approval, I have the honor to be,

Very respectfully, your obedient servant,

WM. E. LE ROY,
Commander.

Flag-Officer SAM'L. F. DU PONT,
Commander in Chief South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to proceed to Stono Inlet, South Carolina.

NAVY DEPARTMENT, June 24, 1862.

SIR: The order to you yesterday is hereby revoked, and you will proceed with the *Paul Jones* to Stono Inlet and report to the senior naval officer there for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Cominader CHARLES STEEDMAN,
Commanding U. S. S. *Paul Jones*, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Hope, to proceed as bearer of dispatches to Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 24, 1862.

SIR: You will proceed off Georgetown and communicate with Commander Prentiss, of the *Albatross*, delivering to him the accompanying dispatches and receiving from him any dispatches he may have ready to send.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master J. E. ROCKWELL,
Commanding U. S. Schooner *Hope*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Prentiss, U. S. Navy, commanding U. S. S. Albatross, to proceed to Boston.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 24, 1862.

SIR: The orders heretofore given you after your return from your expedition up the Santee River are so far modified that you will proceed to Boston instead of Philadelphia.

You will please send down twenty contrabands (single men, of course) for service on board the *Vermont*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander G. A. PRENTISS,
U. S. S. Albatross.

Report of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., regarding the distribution of vessels.

U. S. S. JAMES ADGER,
Off Charleston, June 25, 1862.

SIR: I have the honor to inform you that the *Onward* arrived yesterday evening from Port Royal for duty on the blockade of this place, and am much obliged for the information obtained in your note of the previous day.

In my communication of the 23d instant it was mentioned that the *Keystone State* had not returned from chasing the steamer which had attempted to violate the blockade. To-day she returned after a pursuit of nearly 300 miles, and only abandoned it when the vessel was lost to sight in the darkness of a rainy night.

The chase was supposed to be the *Thomas L. Wragg*, formerly the *Nashville*. An interesting report to you by Commander Le Roy I herewith forward.

For some days the *Flambeau* was stationed off Cape Romain, but her fuel being nearly exhausted, returned here, and as there is no coal to supply her I placed her in the blockading line before Charleston, where she will [not] be required to move unless in cases of emergency.

The following is now the disposition of the vessels:

The *Restless* is off Bull's Bay; from her the land is visible to Romain light-house. Should an attempt be made to approach the land, and she unable to manage the affair, signal will be made to the steamer south of her for assistance.

Off Dewees Inlet and the east end of Rattlesnake Shoal are the *Blunt* and *Flag*. The latter each morning at daylight runs a few miles seaward for observation.

The *Roebuck*, *Onward*, and *Shepherd Knapp* at anchor form an outside line of blockading vessels from a mile and a half south of west end of Rattlesnake Shoal to the main Ship Channel.

W. by N. of the Rattlesnake Shoal, off Breach Inlet, the *Seneca* watches, having, every night the weather permits, a boat between her and the land to signalize vessels attempting to run through the Beach Channel.

Half a mile south of the *Seneca* is placed the *Keystone State*, and the same distance to the southward of her is the *Flambeau*. Then follows this ship, the *Pocahontas*, and the *Alabama*, covering the space to the main Ship Channel. All these steamers are close in and form the inner line of blockading vessels.

For the protection of the Lawford Channel the *Sumpter* is anchored as close in as possible.

Every morning at the dawn of day when the wind is light one of the steamers in front of Charleston runs a few miles seaward to ascertain if any suspicious vessels are in sight, and observations are always made in the evening.

The *Keystone State* will leave to-morrow morning for Port Royal, but the blockade can ill afford to lose, even for a short time, her services, as she has proved the only fast vessel; but in addition to your suggestion to send her for stores for this division of your squadron, her fuel is much exhausted.

By the *Keystone State* the crews taken from the prize schooners *Catalina* and *Sarah* will be sent to Port Royal for your disposition.

The British steam sloop of war *Racer* arrived this evening. Her commander, Captain Lyons, informed me that he wished to communicate with the English consul, and that in a few days he would leave for Port Royal. Accompanying this, is a slip from a newspaper relating to Captain Lyons and the *Racer*.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander, etc., Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.—Newspaper clipping.]

Important questions to be answered—The British consul at Charleston.

To the Editor of the New York Herald:

In the *World* of yesterday, I noticed that Mr. Bunch, her Britannic Majesty's consul at Charleston, S. C., visited Fort Pulaski on May 23, accompanied by Captain Lyons, commander of H. B. M. steam sloop of war *Racer*; that they were received with courtesy and examined the whole work and inspected the James projectiles with curious attention, etc. Now, sir, I do not know anything about Captain Lyons, nor can I see at present any objection in allowing the commander of any foreign war vessel to visit any of our ports recaptured from the rebels; but it is time that the people of these United States knew why this Mr. Bunch had such privileges, and, as one of the people, I would also like to know, through the columns of your paper, why he is allowed to hold a consulship at all, with his well-known sympathies for the rebel cause. Charleston is my home, and this Mr. Bunch is very well known to me. In the opinion of the writer, we might as well invite Beauregard, Jeff Davis, or any other rebel officer, to inspect with curious attention the effect of the bombardment of that or any other recaptured fort. I firmly believe that Mr. Bunch went down to Pulaski, at the suggestion of some of his Charleston friends, for no other purpose than to report the bombardment, so that when an attack is made on Sumter or Moultrie they may be the better prepared to resist the force of those projectiles which so quickly demolished Pulaski. Any person acquainted with the Charleston people knows that neither Mr. Bunch nor any other person can visit the cruisers off Charleston, or any of the fortifications near there, without being, on his return, beset by a parcel of wharf lice, when he must tell some tale or other, and is immediately conveyed to General Ripley's office, where he is closeted for an hour at a time with the general, Messrs. Ravenel, Gourdin, Huger, or others of the rebel leaders, when he must either tell a deliberate lie or offend his friends—a thing not to be thought of by Mr. Bunch. There is no evasion, he will be bored to death until they get either the truth or a lie. I have stood on the wharf and seen the boat leave and return from the cruisers, and have

seen the consul and vice-consul escorted to General Ripley's office, and watched them on such occasions, remaining there nearly an hour each time. It is for the authorities at Washington to say whether it is part of Mr. Consul's business to be closeted with General Ripley after his return from visiting the British cruisers off the bar, and what is the nature of their business, if it is not to convey to them intelligence of the blockading fleet? The steamer which he uses on these visits is the *Aid*, an armed rebel craft, bought by private individuals, armed and equipped for the express purpose of driving off the blockading squadron or destroying them. She is armed with 42-pounder rifle cannon, and has made several experiments at the fleet. On all such visits the *Aid* had, besides her officers and crew, some six or eight Charleston pilots, especially so when a vessel was expected in or when they had any ready to go out. I have known vessels to run the blockade in and out immediately after these visits of the consul. The steamship *Economist* ran the blockade one or two days after Mr. Bunch had visited the steamship *Rinaldo*; whether it was from information gained through the consul on that occasion or not it would be difficult to say, but they were singular coincidences. These circumstances were known to me from the fact that my position enabled me to mix up with all parties. I have been considered one of themselves, and have heard all reports brought from the fleet on these occasions, and have been compelled to swallow many a bitter dose, but could not help myself.

Order of Commander Drayton, U. S. Navy, to Lieutenant Bankhead, U. S. Navy, commanding U. S. S. Pembina, to relieve the U. S. S. Ellen at the entrance of Light-House Creek, South Carolina.

U. S. S. PAWNEE,
Stono, [S. C.], June 25, 1862.

SIR: As the *Ellen* has broken down, you will please take her place at the entrance of Light-House Creek until she can be repaired, when I will have your vessel relieved.

Place yourself in communication with our pickets, and do what you can to aid our troops in that direction.

If you get off by 5 o'clock it will be soon enough.

Very respectfully,

P. DRAYTON,
Senior Officer.

Lieutenant Commanding J. P. BANKHEAD,
U. S. S. Pembina.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, transmitting statements concerning the defenses and situation at Charleston, S. C.

U. S. S. JAMES ADGER,
Off Charleston, June 25, 1862.

SIR: A few days ago Captain Drayton wrote to me that deserters and contrabands who had come in at Stono had represented that Charleston Harbor was one mass of torpedoes, palisades, and forts; that the regular channel to the city is completely stopped up, and a roundabout one over the middle ground used instead.

In order to compare the foregoing representation with those of the crew taken from the prize schooners *Catalina* and *Sarah* and schooner *Chance*, Commanders Lanier and Le Roy obtained the accompanying statements, which I have the honor herewith to forward.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosures.]

Memoranda of information obtained from John Smith, prisoner on board U. S. S. Alabama, taken from prize schooner Catalina, captured June 20, 1862.

The water front of the city of Charleston, from the lower part of the battery to the rice mills, comprising the whole water front, is a complete series of batteries. From east end of Middle Ground the main Ship Channel is well staked to the northward as far as Hog Island. There is no place in the channel either side of the Middle Ground where more than one vessel at a time can pass in. The Ashley River, near its mouth, is so staked and prepared with chains as to admit but one boat at the same time.

The new fort, Ripley, on the Middle Ground, has not yet received its armament, but very heavy guns will be placed within two weeks in position to command passage way close at hand. Two ironclad gunboats are building, but will not be ready to launch for a considerable time. The prisoner knows nothing about torpedoes being placed in the passage way. The stakes are all heavily chained.

The above information is all I can obtain.

I am, respectfully, your obedient servant,

E. LANIER,

Commander.

Commander J. B. MARCHAND,

Commanding Blockade off Charleston, U. S. S. James Adger.

Memoranda.

SIR: I have found out from the prisoners taken in the schooner *Sarah* the following: They say there are but 11,000 men on James Island, and that they think we have 13,000 on the island, none in Charleston, and that there are three ironclad vessels building in Charleston, but are not done for want of materials. All the women and children, with their furniture, have moved away from Charleston into the country. Last Friday they expected the mortar fleet to be in Charleston, and all the poorer class of people are ready to greet it with cheers; and it is an every-day occurrence for men to be shot in the fort for desertion. The main channel is clear, but the rest of the harbor is full of torpedoes. The people in Charleston are panic struck, and there is a strong Union feeling in Charleston, from what I can learn; and if any gunboat can get by the fort she can go up and take the city very easy. God speed us to deliver the oppressed.

S. W. B.

Memoranda.

From one of the prisoners on board the *Keystone State* I learned on the evening of the 23d June that the tents shelled by the *Seneca* were not occupied by troops, but were used for workmen on James Island. The enemy are building a battery on James Island, it being made of railroad iron. In the late action with our forces in the neighborhood of Stono the enemy had a great many killed and wounded. The loss was very great among the young men of good Charleston families. All the female portion have left Charleston, and pretty near all the furniture has been removed. The city itself would not be defended. Others say the city is defended by heavy intrenchments, which are well guarded by large guns; that there is also a ditch some 30 feet wide outside the intrenchments, which our men would have to swim, and that heavy guns are placed so as to defend each street.

The cargo of the *Nellie* was pretty much all saved, and they have been removing the machinery.

One of the English steamers is said to have succeeded in getting in some weeks since.

Information received from one of the crew of the schooner Chance, by P. Dickinson, in latitude 29° 52', longitude 77° 58', June 24, 1862.

The *Chance* left Nassau on Saturday, 21st June, 1862, at 9 o'clock, at which time there were four steamers ready and about to sail for Charleston, S. C., to be guarded by the steam gunboat *Oreto*, carrying eighteen guns. There were some twelve steamships in the harbor of Nassau. A steamer, supposed to be the *Kate*, was seen by said schooner on the 22d June, steering N. W.

Report of Commander Godon, U. S. Navy, regarding measures employed for securing food for contrabands at St. Simon's, and the capture of schooner Southern Belle.

U. S. S. MOHICAN,
Port Royal Harbor, June 26, 1862.

SIR: I have the honor to report my arrival at this anchorage, in obedience to your order of the 18th instant. As directed I transferred the command of St. Simon's waters to Commander Goldsborough, and am very happy to be able to report favorably on all matters connected with that command.

In my last letter I expressed an anxiety about obtaining food for the contrabands at St. Simon's, as their numbers were increasing daily and the crop would not be ripe for some time. On the 18th, I sent the *Madgie* to Barrett's Island, quite near to Darien, where I had understood there was a large supply of rice which could be obtained in a light-draft vessel.

I had selected thirty contrabands to go in the *Madgie* to carry the rice on board, and directed the *Wamsutta* to place herself at hand to assist the *Madgie* in this work. The following day the *Madgie* returned with 630 bushels of rice, and reported a large quantity still there, the *Wamsutta* remaining to prevent its being burned.

On the 20th I again dispatched the *Madgie* for another load, giving

her my 12-pounder howitzer in addition to her battery of two rifle guns (not an effective armament for such work).

From the contrabands on Barrett's Island, Acting Master Meriam, commanding the *Madgie*, learned that a schooner was secreted in a creek in the woods a short distance above. With much promptness he pushed his vessel on and took possession of the schooner, which proved to be the *Southern Belle*, of Brunswick; towed her to the rice depot, and brought in her to St. Simon's, 3,000 bushels of rice, which I have now stored in suitable houses.

Thus all anxiety is removed on the subject of food for the colony. The *Madgie* will again tow the schooner up, and if possible procure another load. It might be desirable to have it sent to other points on the coast for the use of contrabands.

The schooner *Southern Belle*, as she is now called, has evidently had her name on her stern altered from *Northern Belle* to *Southern Belle*. A rebel flag was found on board, but no papers; she is said to be owned by a Mr. Stevens. I have not heard that he is engaged in the rebel Army; his property is on St. Simon's. I think that from all I can learn that he has been forced to remove his family to the mainland; at all events I have allowed the schooner to remain here for such service as she can be put to, and may be returned, should her owner prove himself free from suspicion.

I send a copy of a report from Acting Lieutenant Commanding Watmough, whom I directed to accompany the *Darlington* through to Ossabaw. The report is a hurried one, but I think will prove interesting to you and probably suggestive.

From Barrett's Island, the *Madgie's* people could almost look into the windows of Darien; the place is quite deserted. It is singular to me that no attempt has been made to burn so large a stock of rice as still remains at Barrett's Island. I can only account for it by the absence of soldiers and that the proprietors do not destroy their property. To burn the rice would involve a large amount of machinery and other valuable property connected with cleaning and stowing the rice itself.

The stations of the various vessels remain as per previous report. I have, however, given directions to Lieutenant Commanding Watmough to visit Ossabaw Sound and the Ogeechee River with proper precaution and when he can do so without neglecting his other posts. The colony improves, the crops grow finely, and the people are contented. Their large supplies on hand now by the addition of the rice leaves them nothing to fear on that head. I enclose a copy of notes on the colony hastily drawn up for Captain Goldsborough; they may prove of some interest to you.

For several weeks I have had parties of from twenty to thirty men scouting the island, but hear nothing more of the rebels landing.

I have selected twenty men from the colony suitable for boating purposes, all I could obtain. I hold them on board subject to your orders.

I have also to report three deserters from the rebel army at Savannah and request your orders concerning them.

I am, very respectfully, your obedient servant,

S. W. GODON,
Commander.

Flag-officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

[ABOUT JUNE 23, 1862.]

Notes on the colony at St. Simon's.

A guard is kept about one-half mile from Hazzard's place and above the battery, 12 men, 6 on watch at a time; it would be well to send 4 men from the settlement at the light-house to increase the guard to 8 each night. Henry, at Hazzard's, is suspected by the people that have come from the main and are living at Gaston's [Gascoins] Bluff. I do not know if the suspicions are just; his crops are now in the ground and he should be looked after. I do not doubt that the rebels that landed some time since were at his place; he says he never saw them, but did notice tracks. He never reported that fact until questioned by me. Should he prove doubtful, he should be removed to Gaston's Bluff, where they would look out for him. The railroad iron on Jekyl is not all removed; might be sent to the United States in coal schooner. Beef killed on Jekyl by contrabands once a week; two head is enough; the rations issued amount to 4 quarts of corn, or 2 quarts of hulled rice. If bread is given to them I reduce the amount of corn; if beans with rice, give no corn. The beef is extra. The green beans now on the vines might be picked twice a week and served out. Of course when that is done a deduction is made from the corn, because they have had more of that, and the rice is better diet at this season, and the supply now on hand of rice is very great. You will have to find work for the carpenters, as they do not work in the fields. I would, by all means, put up some new houses and remove the blacks from Butler King's. That place might be used for other purposes. I send a list of people to go to Fernandina; they will be of little use on the island. Where work is neglected my rule has been to stop off the ration of beef or something else; and I have also placed men in irons for punishment. The rule works pretty well. There are about 150 bushels of corn, 50 bushels of beans, and, with the cargo now landing, perhaps 3,000 bushels of rice. I find that Hope needs pushing about his corn; he indulges his men too much away from the care of fields and in fishing. There are some ten famous logs for making plank at Gaston's [Gascoins] Bluff and as much more at Frederica; quite enough to build the houses we spoke of, and if more is needed plenty can be found along the river banks, which were removed from the "spiling" of the river. Saturday should be general cleaning day in all the houses and grounds about, and it would be most important to have a proper person to see to this, but you will find that you will have to look to things very much yourself. The work before you is very troublesome, you may rely upon it; but when the people know you are about they will do pretty well. When the crops begin to ripen it will be absolutely necessary to place guards over the corn, melons, etc., and to make the guard responsible for any theft.

A good rule would be to [have] all the vessels blockading above to come down once in two weeks, endeavoring to have one down when the supply vessel comes in, the *Madgie* relieving them.

For the last two weeks, and since the rebels have landed, I have made it a rule to send out bodies of twenty or thirty men to visit Frederica, Hazzard's place, and to look over the island, of course with proper officers and under strict military rules. Thus far I have

killed no cattle on this island, and I have discouraged the sale of chickens, eggs, etc., even to the officers, in order to keep up a supply, which is becoming tolerably abundant, and may be, in the course of time, freely used. My supplies have been mostly from Pierce Butler's place, and to that point I have sent once a week, and what has been obtained has generally come from other islands.

The contrabands visiting Jekyl Island have always been required to come and obtain permission, night or day.

The *Darlington's* distinguishing pennant is a red flag at the fore. The McArthur cotton gin is now working, and requires but little to put it in complete order, and all the cotton can be ginned and sent north. I leave some domestic goods for clothes for the men (most in need of it); the women are well supplied. There is a large quantity of rice still on Barrett's Island. Your supply on hand is large for the colony; should you require more, extra precaution should be taken in procuring it from that place, as the alarm has been given.

There is a field of growing corn on an island and between Sapelo Island and the main, which can be reached by our boats without trouble or danger, and would add largely to your supply of that article.

I give you these crude notes on your own suggestion. I would also remark that idleness, improvidence, theft, and a disposition to vagrancy are the besetting sins of the contraband race on the island. There are some marked exceptions, however. Your utmost efforts will be required to counteract the evil effects of the above vices in the colony. The contrabands have cut wood for the use of the steamer *Darlington* in her passages from Fernandina to Port Royal, to be paid for at a certain rate, and I promised a supply to be kept on hand.

S. W. GODON,

Commanding Naval Force, St. Simon's.

Commander GOLDSBOROUGH.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State to proceed to Fernandina on transport duty.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., June 26, 1862.

SIR: You will proceed at once without delay to Fernandina and receive from the *Dawn* 14 men, who were part of the crew of the *Cumberland*.

The paymaster of the *Dawn* will take passage with you for the purpose of making out the necessary papers.

You will also receive from the *Darlington* a master's mate and several men, part of the crew of the *Dawn*, to be returned to that vessel.

You will return to this anchorage without delay, bringing with you the paymaster of the *Dawn*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander W. E. LE ROY,
U. S. S. Keystone State, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, announcing the arrival at Port Royal, S. C., of the U. S. bark Braziliera and U. S. S. South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 27, 1862.

SIR: I have the honor to inform the Department that the U. S. bark *Braziliera*, Acting Master W. T. Gillespie, reported at Port Royal on the 18th instant and the U. S. S. *South Carolina*, Commander Almy, on the 26th instant.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdgy. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Godon, U. S. Navy, commanding U. S. S. Mohican, to proceed to Philadelphia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 27, 1862.

SIR: You will proceed with the *Mohican* under your command to Fernandina and receive from the *Dawn*, Lieutenant Commanding Clary, such portion of her crew as belonged to the *Cumberland*, the crew of that ship having been paid off at home.

You will then proceed off Stono and communicate with Commander Drayton, receiving from him all men whose times are out before the 20th July, doing the same at Charleston, where Commander Marchand is the senior officer.

Should any men remain after filling the vacancies in the different ships of those who were not in the *Mohican* on the coast of Africa, including marines, you will transfer them all to the *James Adger*. Be particular about accounts and descriptive lists.

Having performed this duty you will proceed to Philadelphia and report your return, in obedience of this order, to the commandant of the Philadelphia station, and through the latter to the Secretary of the Navy, to whom I will write by next mail, or perhaps have a letter for him to meet you off Stono or Charleston.

I avail myself of this opportunity to say that I am depriving myself of the services of the *Mohican* and her gallant officers and crew with extreme regret, but to expose the latter to a third summer on this coast, after having passed the two previous ones in Africa, would amount, in time of war, almost to cruelty, and it is because I have heard no complaint from them that I am the more inclined to yield to the just necessities of the case.

Thanking yourself especially for your indefatigable zeal and energy in the discharge of your duties while in command of the *Mohican* and of divisions of this squadron separated from my flag, I am,

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander S. W. GODON,
U. S. S. *Mohican*, Port Royal.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding affairs in the vicinity of Jacksonville, Fla.

U. S. S. ISAAC SMITH,
St. John's River, East Florida, June 27, 1862.

SIR: On the 24th instant I proceeded up the river as far as Jacksonville, landing Mr. Burritt (who came here in the *America*) under a flag of truce. There were no troops in town, but the next day about 200 arrived. Colonel Hately, the commanding officer, agreed with me that he would erect no batteries within a mile of the town without first giving me notice of his intention so to do. I came down the river the next day. Numbers of contrabands continue to come in. I house and feed them on shore, allowing their owners, on application, if they satisfy me that they are not disloyal, to go on shore and get them if they can, as no assistance is given them. Thus far but two persons have been allowed this privilege. Refugees also come in, both male and female, white and black. Attempts having been made to run the free blacks into the interior, several have come to me for protection. I have sent to Fernandina this day four white and eleven black refugees, also fifteen contrabands. I should like to have some instructions on this contraband question. I send a number of requisitions for provisions. The *Uncas* came here without supplies and I furnished her from this vessel. I also send a sick man from the *Patroon*. Enclosed is a report from the officers of the *Patroon* making serious charges against their commanding officer; also a letter from him asking for an investigation.

George Huston, the murderer of Lieutenant Sproston, died from the effects of his wounds on the 19th instant. I delivered his body to his wife. Everything is quiet in the river.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

P. S.—Since writing the above a flag of truce came from Jacksonville with a letter, a copy of which I forward, also of my reply.

Respectfully,

J. W. A. NICHOLSON.

[Enclosures.]

HEADQUARTERS PROVISIONAL FORCES,
DEPARTMENT EAST MIDDLE FLORIDA,
Fifth Regiment Florida Volunteers, June 27, 1862.

SIR: I have submitted to the general commanding this military department the terms entered into between us on the 25th instant in relation to the erection of batteries within 1 mile of the market place in Jacksonville. He disapproves of the arrangement, and it therefore becomes my duty to notify you that the agreement must henceforth be considered as of no effect.

The general instructs me to inform you that the threat of shelling our undefended town, containing only women and children, is not consistent with the usages of war between civilized nations.

Respectfully,

JOHN C. HATELY,
Colonel, Commanding

Captain NICHOLSON, U. S. Navy,
Commanding, St. John's River.

U. S. S. ISAAC SMITH,
St. John's River, East Florida, June 27, 1862.

SIR: I have received your communication stating that the agreement of the 25th instant in regard to the erection of batteries within a mile of the market house at Jacksonville was disapproved of by the general commanding.

Will you inform the general that no threat has been made of shelling the town containing women and children. On the contrary, my request was made that no batteries should be erected there for the express purpose of saving them from the horrors of war. Of course so long as the gunboats are not fired upon from that vicinity the town is safe from the shells of the gunboats.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding, and Senior Officer, St. John's River.

Colonel JOHN C. HATELY.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of the capture of the schooner Morning Star, off Wilmington, N. C., June 27, 1862.

U. S. S. BIENVILLE,
Off Frying Pan Shoals, Cape Fear, June 27, 1862.

SIR: I have the honor to inform you that I captured this day, about 25 miles southeast of Wilmington, N. C., the schooner *Morning Star*, showing English colors, and claiming to belong to Nassau, New Providence. She cleared at Nassau for St. John, New Brunswick, and has a cargo of salt, acids, copperas, etc.

I fell in with and stood for her about 4:30 a. m. She was then heading to the southward, but immediately afterwards wore and stood to the northward and westward, toward Wilmington. An examination of her papers satisfied me that her register was spurious, as there was no official authentication on it. This fact, together with her proximity to the United States, her being entirely out of her course for St. John, and her attempting to escape, determined my course in making the capture.

I have sent the schooner to the port of Philadelphia in charge of Acting Master Rogers of this ship, assisted by a crew of five men. I sent home as witnesses the late supercargo and one of the crew. The balance of the crew, three in number, I have on board this ship.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Commander Mullany, U. S. Navy, to Acting Master Rogers, U. S. Navy, to proceed to Philadelphia in command of prize Morning Star.

U. S. S. BIENVILLE,
Off Frying Pan Shoals, Cape Fear, June 27, 1862.

SIR: In addition to the printed instructions handed to you for your government in relation to the prize schooner *Morning Star*, I have to

direct that you will proceed to the navy yard at Philadelphia with the prize. You will take the late master, supercargo, and mate home with you as witnesses in the case, and hold them in custody until authorized by the commandant of the navy yard to release them.

Irons will be put on board the prize, and if you deem it necessary for the better security of the vessel you are authorized to place the witnesses in confinement.

I have requested the Secretary of the Navy to order yourself and crew back to this ship, and I trust you will use your endeavors to carry out my wishes at an early date.

Respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Acting Master JOHN A. ROGERS, U. S. Navy,
Present.

Report of Flag-Officer Du Pont, U. S. Navy, of the capture of the Morning Star by the U. S. S. Bienville, commanded by Commander Mullany, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 28, 1862.

SIR: I have the honor to report to the Department that the *Bienville*, Commander J. R. M. Mullany, arrived at Port Royal this morning to rejoin this squadron.

On her way she captured yesterday the schooner *Morning Star*, showing English colors, with a cargo of salt, acids, copperas, etc., about 25 miles southeast of Wilmington. Commander Mullany has informed the Department of the particulars.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., transmitting report of Lieutenant Upshur, remonstrating against the presence of H. B. M. S. Racer among the blockading vessels.

U. S. S. JAMES ADGER,
Off Charleston, June 28, 1862.

SIR: Herewith I have the honor to forward a communication from Lieutenant Commanding Upshur in relation to the presence of the British steam sloop of war *Racer*.

In making the report Lieutenant Commanding Upshur has shown his usual zeal.

With regard to the bright light exhibited by the *Racer* on the occasion referred to, I witnessed it myself, being at anchor near, and my first impulse was to think it a signal, but it waved gradually as I watched, and I became satisfied that it was an accidental light.

Captain Lyons, of the *Racer*, had, on a previous visit, been requested by me not to show lights at night, as it might be the means of drawing a fire from some of our vessels, and on his present visit he volunteered to tell me that he would avoid showing any. I have yet had no other complaint, as he has shown a willingness to conform to the blockading instructions.

The position that the *Racer* occupies is within our lines, which I have thought a proper one, as it does not afford opportunities for persons going to her under a flag of truce to examine closely our vessels.

During the recent visits of the foreign vessels of war *Rinaldo* and *Renaudin* both anchored without our lines under the lee of the Rattlesnake Shoal, as gales were blowing and the water was thought smoother.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. FLAMBEAU,
Off Charleston, S. C., June 28, 1862.

SIR: I have to report that last night, between the hours of 8 and 9 o'clock, it was reported to me by the officer of the deck that the English vessel of war *Racer*, now lying within our lines, exhibited a very large and brilliant light for some seconds and then flashed the same five distinct times. The aforementioned officer and others who witnessed this supposed it to have been a signal to the shore. I can scarcely credit this, but, to say the least of it, the presence of this ship among our blockading squadron is to me, one of the commanders, exceedingly embarrassing.

The *Racer* had exposed lights during the whole of last night, which might serve as a guide to vessels running the blockade.

I protest, therefore, that the efficiency of this vessel to prevent the egress or ingress of vessels attempting the blockade is greatly impaired by the immediate presence, during the night, of any foreign vessel, and I beg that, if in consonance with your views, the *Racer* be removed farther out.

Very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant, Commanding.

Commander J. B. MARCHAND,
Senior Officer Present, U. S. S. *James Adger*.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, of the departure of H. B. M. S. Racer for Charleston, and regarding the English steamer Memphis.

U. S. S. JAMES ADGER,
Off Charleston, June 28, 1862.

SIR: I have the honor to advise you that H. B. M. steam sloop of war *Racer* left her anchorage outside and went into Charleston Harbor this evening.

Yesterday her commander, Captain Lyons, called and informed me that the steamer which succeeded in running the blockade on the morning of the 23d instant, and reported to you, was the English steamer *Memphis*, of about 800 tons. Delicacy prevented my asking abrupt questions as to the cargo.

Captain Lyons also gave the gratifying information from Mr. Bunch, the British consul, that no other vessel had for a length of time succeeded in violating the blockade, bound either in or out.

I am, sir, most respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera, of the capture of the schooner Chance.

U. S. BARK BRAZILIERA,

Wassaw Sound, June 28, 1862.

SIR: I have the honor to report to you the capture this morning off this place, by a boat from this vessel, of the schooner *Chance*, of Nassau, New Providence, and pretending to be bound to Baltimore. She was in sight yesterday afternoon, and this morning was apparently standing in to this anchorage, but she changed her course, and her movements otherwise appearing suspicious I sent a boat which detained her, and I afterwards captured her for attempting to violate the blockade. She was formerly the *Emma Julia*, of Charleston, S. C. Her master pretended that he had lost his reckoning, but the wind had been fair for him if bound to Baltimore since when first seen. Her cargo is 280 sacks of salt, no mark, consigned to J. G. Meulet, of Baltimore, Md. I send her to Philadelphia for adjudication, and send as prize master Acting Master's Mate W. H. Roberts and four men. I have taken from the schooner three negroes, leaving of the original crew the master and two negroes.

I am, respectfully, your obedient servant,

W. T. GILLESPIE,

Acting Master, Commanding U. S. Bark Braziliera.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Assistant Boutelle, U. S. Coast Survey, commanding U. S. Coast-Survey steamer Bibb, regarding operations on the South Atlantic coast from November, 1861, to June 28, 1862, transmitting detailed report.

U. S. S. BIBB,

Port Royal, S. C., June 28, 1862.

SIR: I enclose with this a report comprising a summary account of the duties in which we have been employed since November last.

The buoy vessel *S. C. Steele*, Captain Garfield, is at Stono Bar, where she answers the purpose of a light-boat at night and a medium

of communication between your vessels outside and the squadron under Captain Drayton in the river.

The captain and mate also pilot into the river all the naval and army vessels arriving there.

The pay of the vessel and crew is \$25 per day. Captain Drayton considers that her value to the naval vessels in her present position amounts fully to that, in which opinion I fully concur. But she is of equal service to the army, and at least one-half the expense of maintaining her should be borne by the Quartermaster's Department of the Army.

As this vessel has been under my general direction since her charter commenced, on the 29th March last, I beg your instructions as to her disposal after my departure for the North.

Yours, respectfully,

CHAS. O. BOUTELLE,
Assistant, U. S. Coast Survey.

Flag-Officer S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. BIBB,
Port Royal, S. C., June 24, 1862.

SIR: I have the honor to submit the following summary of the operations in which the Coast Survey steamers *Vixen* and *Bibb* and the schooner *Arago* have been engaged while forming a part of your squadron.

The first duties in which we were engaged on our arrival on the 4th November, 1861, were in the temporary buoying of the South Channel into this harbor and the pilotage over the bar of your fleet and of the army transport fleet accompanying it. After the action of November 7 had given us quiet possession of the bay we were occupied in local surveys until the 24th November, when we accompanied the *Pawnee* and other vessels of your squadron to St. Helena Sound, which we buoyed temporarily, and where we piloted the armed vessels about the sound and up the connecting rivers. Surveys and drawings were also made of all the rebel forts taken possession of by the naval forces.

Early in December we accompanied another expedition to St. Helena and took the sloop of war *Dale* up Morgan River and through Parrots Creek to her station off Otter Island. On the 18th of the same month we accompanied the *Pawnee* and *Seneca* in taking possession of North and South Edisto rivers and in driving out a rebel force from their encampment at Rockville, on Wadmelaw Island. Returning from this expedition, we surveyed and permanently buoyed the South and Southeast channels into this bay. On the arrival of the light-ship we indicated the position for her to occupy and assisted in mooring her, and made out the sailing directions for entering this port.

I also superintended the surveys of Skull Creek and Broad River.

The *Bibb* arrived in January to take the place of the *Vixen*, which latter vessel had become disabled and was sent to New York.

In compliance with directions from you I proceeded to survey and buoy the channels into Tybee and Calibogue. The work was much impeded by bad weather, which, indeed, has been a never ending source of trouble and delay since the present year began. I have had many years of observation and experience in this region, and have

known but one year (1857) of such continuous blustering and unpleasant weather.

We next surveyed and buoyed Wassaw Bar and Channel. Returning to Port Royal on the 8th, you directed me to escort a transport steamer with troops to North Edisto, and to buoy that channel permanently. We labored steadily at this work for a fortnight, but were unable to get buoys down on account of fogs, gales, and heavy sea. Indeed, during the entire month of February, we had but five days suitable for surveying on outside bars.

During the first part of your absence at Fernandina we remained at Port Royal. The steam transport *Mississippi* arrived there March 2 in distress, having on board Major-General Butler and 1,400 soldiers, bound to the Gulf. The superintendence of her repairs fell upon us, by direction of Captain C. S. Boggs, U. S. Navy, senior naval officer at Port Royal. We were engaged for eleven days upon them, and finally succeeded in stopping the leak and getting the vessel to sea in good order. I also supplied General Butler with a Coast Survey sailing master, who had twelve years' experience in the Gulf of Mexico.

By your direction I went to Fernandina after its capture and surveyed and buoyed the bar, reporting sailing directions to you on the 22d March. We here obtained twelve buoys and sixteen car wheels for use as sinkers. I also visited Jacksonville and brought away thirteen buoys and a quantity of mooring chains, leaving there the bell buoy and a couple of wooden river buoys.

On the last week in March we surveyed and buoyed the channel into St. Simon's Sound and returned to Port Royal on the 27th. On the 30th we went to St. Simon's with dispatches to the *Mohican*, returning on the 1st of April.

On the 5th April I went to St. Helena in the buoy tender and surveyed and buoyed that bay, sending the *Bibb*, under her executive officer, Mr. Platt, to Mosquito Inlet with dispatches and provisions for your vessels at that place and St. Augustine. She returned on the 11th, and afterwards took you to Fort Pulaski. I returned to her on the 18th and went with her to St. Helena and North Edisto, completing the surveys and buoying of those places. Returning to Port Royal on the 30th, I reported to you sailing directions for St. Helena and North Edisto, and went to Savannah River, where we sounded around the wrecks sunk by the rebels in the river opposite Fort Pulaski, and also re-marked the channel from Tybee Roads to Calibogue Sound. After reporting to you upon this work on the 7th May I received your orders to buoy the Rattlesnake Shoal off Charleston.

This was executed on the 10th and 11th, and I reported upon it to you on the 12th May.

On the 18th I took dispatches to you off Charleston and afterwards sounded and buoyed the channel over Stono Bar and piloted the gunboats *Unadilla*, *Ottawa*, and *Pembina* over the bar and up the river, when they took possession of it on the 19th. On the 20th one of our working parties, while surveying a rebel work, captured a picket of the rebels and brought away six prisoners.

We returned here on the 21st and have since then been steadily engaged in duties connected with the operations of the Navy and Army at Stono and James Island. We have made a thorough survey of that dangerous bar, and the chart will be issued as soon as our work can be reduced. I have been personally employed in various ways

under Captain Drayton, and did not leave Stono River until all necessity for my personal local knowledge had ceased. Others have now learned all and more than I could impart.

The time for which my crew were shipped being about to expire, I came here by Captain Drayton's permission to ask you to allow me to go north for a new crew and for much-needed repairs to this vessel.

The excessive heat renders it dangerous to carry on our surveys in boats, and the present prospect of a lull in the storm of war in this quarter seems to offer a good opportunity to effect our object.

In the operations of which I have given a meager outline we have put down fifty-four buoys in nine different localities and have run between 200 and 300 miles of soundings, exclusive of the work done by the schooner *Arago*, acting under my directions, in charge of Sub-assistant W. S. Edwards, of the Coast Survey. This vessel has surveyed Skull Creek, Calibogue Sound, Broad River, and Beaufort River. Mr. Edwards has also assisted me in the survey of Stono River. The *Arago*, having been steadily engaged in hydrographic operations, has run about 300 miles of soundings in the above places. Both vessels have more than 60,000 casts of the lead recorded.

The most laborious part of our duties has been the sounding out and buoying of the channels leading into the more prominent harbors along the coast where your fleet have taken possession, and as the system of buoyage, which I have adopted with your sanction and approval, differs somewhat from the usual practice of the Light-House Board, I beg to quote from a former report a short notice of my method:

I have endeavored to carry out my ideas of simplification in buoyage by making each entrance either a starboard or port hand channel, with buoys of the same color. I thus avoid confusion in the mind of the stranger by using only one color in the same channel. In all cases the buoys are between the vessel and the chief danger. I think it better to indicate sailing lines by buoys rather than dangers. The latter are negative guides. A man looks to a finger post to tell him which way to go, not where not to go.

I can not close this report without expressing my deep sense of obligation and gratitude for the kindly consideration, support, and protection which you have uniformly extended to the coast survey parties under my direction which have been attached to your squadron. If we have succeeded in doing anything to help on the cause which we all have so much at heart, our success is mainly due to the generous support and assistance which we have received from yourself and from every officer of your squadron, without exception, with whom we have been brought in contact in the course of our labors.

Yours, respectfully,

CHAS. O. BOUTELLE,

Asst. U. S. C. S., Comdg. Coast Survey Parties in S. C. and Ga.

Flag-Officer S. F. DU PONT, U. S. Navy,

Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Wells, U. S. Navy, commanding U. S. ship Vandalia, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 29, 1862.

SIR: You will please proceed with the *Vandalia* under your command off Charleston and report for blockading duty to Commander Marchand, of the U. S. S. *James Adger*, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant-Commander C. H. WELLS,
U. S. Ship *Vandalia*, Port Royal.

Order of Commander Drayton, U. S. Navy, to Acting Master Snell, U. S. Navy, commanding U. S. S. E. B. Hale, to proceed to Port Royal, S. C.

U. S. S. PAWNEE, [June 29, 1862.]

SIR: You will cross the bar to-morrow morning and proceed to Port Royal without [more] delay than may be necessary to communicate with the *Wabash*, on board of which vessel you will find the flag-officer, and which you will probably see off Charleston or meet on your way to Port Royal.

You will, on arrival, report yourself to the flag-officer, or, in his absence, the senior officer in port.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Acting Master A. T. SNELL,
Commanding Steamer *Hale*, Stono River.

Order of Flag-Officer Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, commanding U. S. Coast-Survey steamer Bibb, to proceed to Hampton Roads, Virginia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 30, 1862.

SIR: You will proceed with the U. S. S. *Bibb*, under your command, to Hampton Roads, stopping on your way at North Edisto, Stono, and Charleston, communicating with the commanding officers at those places, and delivering all mails and stores put under your charge.

It will give me pleasure in transmitting your various reports to the Secretary of the Navy to call attention to the varied and continuous services of the vessels of the Coast Survey since they have been attached to this squadron, and particularly to the zeal and —— which you have always exhibited, not only in the execution of the duties pertaining to the Coast Survey but in aiding the important war operations on this coast by assisting with your best knowledge the gunboats in crossing the various bars and entering the difficult inlets, regardless whether they were to be brought under fire or not.

You will please convey to those associated with you my appreciation and commendation of their services, and which I purpose to bring to the notice of the Superintendent of the Coast Survey.

The buoy vessel *S. C. Steele* will be left in charge for the present of Commander Drayton, the senior officer in Stono, until I can give further directions.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain C. O. BOUTELLE,
U. S. S. Bibb, Assistant U. S. Coast Survey.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to proceed off Mosquito Inlet, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., June 30, 1862.

SIR: You will please proceed with the *U. S. S. South Carolina* under your command off Mosquito Inlet and take charge of the blockade there.

On your way look out for any steamers approaching the coast, particularly such as may be steering square on, as we are aware that there are a good number now, or lately, at Nassau prepared to run the blockade.

You will find the *Wyandotte* off Mosquito [Inlet], and whenever it becomes necessary, either from want of provisions or other cause, you can send the *Wyandotte* to this port.

The bar there is a shallow one. Before the rebellion it was resorted to for live oak by the United States contractors, and a large quantity was burned by the rebels after our visit. My object in blockading it is that arms have been transhipped at Nassau into small vessels landed at New Smyrna, on the inlet. The steamer *Cecile*, drawing 6 feet, landed last winter a cargo of Enfield rifles.

I shall communicate with you once between the supply ships, by one or the other of the pilot boats, and forward your mails.

You will receive herewith the general orders and various papers connected with squadron duties.

The station you are to occupy is important, but a very dreary one, and I will relieve you in a reasonable time.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander JOHN J. ALMY,
U. S. S. South Carolina, Port Royal.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting the services of a gunboat in view of a proposed attack by the Confederates upon Port Royal Island, South Carolina.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., June 30, 1862.

COMMODORE: Brigadier-General J. M. Brannan signals to me from Beaufort that he has received information from sources which he

regards as reliable to the effect that the enemy, in strong force, are about to make an attack on Port Royal Island from the direction of Grahamville, [S. C.]. General Brannan reports that for the last three nights boats have approached our pickets at the ferry, and adds that the enemy are said to have crossed.

General Brannan is anxious that a gunboat be sent to operate up Broad River and Whale Branch, around the island, and in this request, if it be possible, I concur.

General Brannan has a force of thirty companies on Port Royal Island, which, in my judgment, should be ample for its defense.

With the highest esteem, I have the honor to be, commodore, your most obedient servant,

D. HUNTER,
Major-General.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, acknowledging receipt of dispatches, etc.

U. S. S. JAMES ADGER,
Off Charleston, June 30, 1862.

SIR: Yesterday morning the *Keystone State* arrived with your dispatches relating to the transfer of such of the crew of this division of your squadron to the *Mohican* upon her arrival whose terms of enlistment will expire on or before the 20th of July next. The necessary orders have been issued to cause as little delay as possible on the arrival of the latter vessel.

Commander Rodgers has given me your views with regard to obscuring sight of the blockading vessels to those attempting its violation.

That subject has ever been engrossing my mind since you have been pleased to entrust me with the important duty of conducting the blockade of this place; but I hesitated making the suggestion, apprehensive that it might not meet your approbation.

Your suggestion in sending down the light spars of all the vessels I will most gladly have executed.

In addition, I solicit your approbation, should it meet with your views, to whitewash the blockading vessels outside, as a preventive against being seen.

I have the honor further to advise you that the *Bienville* arrived last night, of which I am much gratified, being conscious of having a vessel equal in speed to any which may attempt to escape.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. Du Pont,
Commander in Chief.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding the policy of the U. S. Army in evacuating James Island as a base of operations.

U. S. S. PAWNEE,
Stono River, June 30, 1862.

SIR: I had written you a letter on the 28th ultimo in relation to the most unfortunate and at the same time injudicious evacuation of James Island by the army, as our forces were quite securely placed in an advantageous position. I can not comprehend it, except on the supposition of positive orders from home, or the adoption by General Hunter of a policy similar to that which has so frequently induced the Southern places of strength to be vacated, but which we have never yet understood. In the present case I am satisfied that what is being done will not only greatly inspirit the enemy, but depress our own troops, who must look upon themselves as beaten off, and by a force little, if at all, superior to theirs. As it will not now be necessary to send the letter alluded to above, I will merely repeat in substance what I there said and which has been talked over since with Captain Rodgers. I am quite convinced that if our enemies seriously determine on the reoccupation of their deserted batteries on this river no number of wooden vessels could wholly prevent it, but still, as I think that they would be much more likely to undertake this were there no chance of interruption, I recommend that a sufficient force be left here to at least oblige caution in their approaches, and thus at least gain time, which may enable us to, perhaps, retake our old positions here, should General Hunter's policy not meet with approval. Cole's Island is so difficult of access and the anchorage is so roomy that vessels lying in it could scarcely be interfered with, at least without plenty of warning, and they would be also in easy communication with our squadron outside by signal. I would consequently recommend that after the departure of the army our ships remain in the river to retain as complete possession as may be practicable, at least until you are satisfied that all attempts on Charleston are to be definitely given up, when you can of course reduce the force to the mere requirements of a blockade. Until the army is safely on board no vessel should, in my opinion, leave. Immediately on that being done I will send to Port Royal the *Unadilla* and to Captain Marchand the *Huron*, waiting further orders from you for the disposition of the other vessels. As I have before said, I do not believe that in their present depressed state of feeling the attempt will be made by the Confederates to reoccupy any of their deserted coast lines. Should they, however, be inspirited, either by success at the North or by a continuance of such acts as the one I have commented on above, they can scarcely help becoming bold, on our timidity, and will no doubt at once endeavor to prevent another approach to Charleston by James Island, the only one where our army can have a firm base of operations, in complete communication with its own transports and our fleet, and when it at once fixes itself without any risk within sight of the steeples of Charleston.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal.

P. S.—The *Paul Jones* arrived here, direct from Washington on the 25th June, on the 30th, with orders to report to the senior officer at Stono. I will keep her until I hear from you.

Very respectfully,

P. DRAYTON.

Tariff of prices to be charged to officers' messes and sailors for articles purchased of negroes on the island of St. Simon's, Georgia.

U. S. S. FLORIDA, July 1, 1862.

	Cents.
Milk.....per quart..	4
Corn.....per dozen..	5
Terrapins.....each..	10
Watermelons (according to size).....do..	5-15
Eggs.....per dozen..	12
Turtle eggs.....do..	5
Okra.....per $\frac{1}{2}$ peck..	10
Bean peas.....do..	5
Squash.....2 for..	3
Chickens.....each..	12
Shrimps.....per 2 quarts..	10
Rabbits.....each..	10
Cantaloupes.....do..	1-3
Whortleberries.....per quart..	5
Fish:	
In bunches.....per dozen..	5
Large fish.....per pound..	2
Washing:	
Large pieces, when soap and starch are furnished.....per dozen..	50
Small pieces.....do..	25

The prices of making pantaloons or shirts shall not be over 50 cents each; coats, 75 cents each, where the materials are furnished.

The officers are requested not to exceed these prices, and the men are forbidden to do so.

J. R. GOLDSBOROUGH,

Commander, Comdg. U. S. Naval Forces, St. Simon's, Georgia.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, regarding general matters.

U. S. S. FLORIDA,

St. Simon's Sound, July 1, 1862.

FLAG-OFFICER: The seven escaped Union prisoners mentioned in my communication of to-day leaving all their clothes on shore to be washed, and it being impossible to obtain them and go immediately on board of the *Massachusetts*, I have requested Captain Cooper to stop on his return, promising not to detain him over half an hour, when all shall be ready.

The *Madgie's* machinery requiring extensive repairs, I have had my chief engineer at work on board of her for the last ten days. I enclose his report.

A paragraph in my communication of the 24th ultimo may require explanation. After my letter was written the paymaster belonging to the vessels requiring money declined signing blank receipts to be sent

by my paymaster's clerk. The consequence was the requisitions forwarded were solely for this ship, and as the paymaster of the *Wamsutta* can be spared, and she is without funds, I have consented to his going to Port Royal in the *Massachusetts* to procure money for his vessel.

I am happy to inform you that our colony continues healthy and contented. I occasionally send armed bodies of men over the island, but everything is quiet.

The rebels, however, are in force on the mainland, and we can see their flag from the ship.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Commander Parrott, U. S. Navy, of reconnoissance in the Ogeechee River, Georgia, by the U. S. S. Potomska, under the command of Lieutenant Watmough, U. S. Navy, July 1, 1862.

U. S. S. AUGUSTA,
Wassaw Sound, July 2, 1862.

SIR: I have the honor to inform you that a boat from the *Potomska*, at Ossabaw Sound, came to us yesterday evening by the Romerly Passage, bringing information, which the following extract from a letter of Lieutenant Commanding Watmough will convey to you:

"I arrived here at the top of flood to-day," etc.

In addition to this I learned that the *Potomska* had arrived at Ossabaw by the inland passage from the southward; that she carried about 15 feet of water as far as she went, at one to two hours ebb; that the battery was on the left-hand going up (right bank), and, in the opinion of the officer of the boat, just above the portion of the reef shown on the chart furnished me by Commander Rodgers. The *Potomska* returned some ten shot.

This morning we saw from aloft a very small schooner off Ossabaw. I sent information of her by the *Potomska's* boat, which was just then returning. We afterwards lost sight of her in rain squalls. I think the schooner *Chance*, captured off here on the 28th ultimo, might have been trying to get into Ossabaw.

I had the honor of informing you by the *Chance* that the only evidence I had seen of the enemy was the smoke of three steamers apparently near the village of Wassaw. I have seen nothing since, but the same evidence of steamers apparently pretty high up the Savannah River.

A contraband, who had been a day on board the *Florida*, was transferred to us as having some local knowledge of the neighborhood. He has lately given the following information, which may have been transmitted to you by Commander Goldsborough, but as it is new to me, and he says he told but a portion of it before, I have the honor to state it: He says he left Savannah about the 14th June, and that an ironclad vessel had then been launched about a fortnight, and in another fortnight it was expected she would be ready for service. He had carted material and stores to her, had often seen her, and knew

well many of the workmen employed on her. She is a propeller, covered with railroad iron, to carry twenty guns, and draw, he thinks, about 10 feet water. She appears to be about the size of this vessel, not so long, but more beam. She leaks rather badly from some holes which were neglected before launching, but I would think this may easily be remedied. He is also well informed as to the number and armament of the rebel steamers at Savannah and the obstructions in the Savannah and Wilmington rivers. I send him by the boat which takes this communication, that he may be at your disposition for further examination. He is upon the books of this vessel.

Our boat has permission to return by the inside passage, as the prevailing winds are from the south, unless it should be convenient to give her a tow down.

I am,

[E. G. PARROTT,
Commander.]

Flag-Officer [S. F. DU PONT.]

[Enclosures.]

The accompanying letter was engrossed in this communication.

POTOMSKA, *Ossabaw Sound, July 1, 1862.*

DEAR CAPTAIN: I arrived here at top of flood to-day and discovered a schooner anchored some 6 miles up the Ogeechee. After an hour's ebb I started up, looking out for a battery of five guns that I heard was hereabouts, with piles across the river under the guns. After proceeding some 4 miles, we opened Guinness [Genesis] Point (I believe the name is), across the marsh, distant some 2 miles, where we saw the battery facing the reach in which the schooner lies. There are six heavy guns mounted. The schooner was about a thousand yards below the battery. Approaching nearer, to within a mile and a half, I fired a shot at the battery which was promptly returned with three or four shot, some of which were good ones and showed we were fairly within their range.

Not deeming it advisable to incur damage, I drifted down out of fire, with the ebb, and returned to my anchorage. In the meantime I had been revolving a "cutting-out party," as the schooner was deep and had evidently run in at this port, but this was checked by her getting underway and sailing up the river out of sight to us. She has probably gone above the battery. I deem this information of sufficient importance to send a boat through Romerly with this, as I can not, agreeably to orders, remain here, and my means of sending the news via St. Simon's rare. You will probably have opportunities of letting the flag-officer know of these occurrences.

I am, very truly, your obedient servant,

PEN. G. WATMOUGH,
Commanding.

Commander E. LANIER,
U. S. S. *Alabama*.

U. S. S. POTOMSKA,
St. Catherine's Sound, July 5, 1862.

SIR. On the 1st instant I went in this vessel to Ossabaw Sound. On opening the Ogeechee River a schooner was discovered at anchor about 7 miles up the river. As soon as the tide served I ascended the river, keeping a lookout for a battery and row of piles reported to me by a contraband. When within a mile and a quarter of the schooner the battery appeared from a point of woods, its guns (six heavy ones) covering the schooner. It was about the same distance from us as the vessel, only across a marsh, the river making a big bend around to it. On firing two shot at it and the schooner the battery opened on us, firing

with considerable accuracy, one shot going immediately over us. I returned the fire with ten or a dozen shell, but as the channel was narrow and unknown to me, and I away from any support, I deemed it imprudent to prolong the exposure of the vessel to damage, and suffered the ebb tide to drift us out of range. It was my intention to have cut out or destroyed the schooner that night, supposing the piles prevented her ascending the river. In this we were disappointed, as they had either left a channel or the tide had swept away the obstructions, as it is strong, and the bottom sandy. The contraband was positive as to their having been planted across the river. The schooner was moved up the river under sail the same evening. She was about 60 tons burden and very deep. I have no doubt she had entered Ossabaw [Sound] the day previous. The same evening I dispatched a boat to Wassaw Sound, under Executive Officer Hayward, with the information, thinking it likely it could be conveyed from there to the flag-officer sooner than by bringing it first to you. Commander Parrott said he would make an opportunity of informing the flag-officer. You are aware of the facilities of communicating with Pulaski from Wassaw. I will add that the schooner showed no colors, was lead color, and looked like those Bermuda cruisers we remember. The channel of the Ogeechee is narrow, but has plenty of water. The contraband also reported 200 foot and 150 troopers at that point. St. Catherine's and Sapelo sounds all continue quiet. I regret to have to state that the potatoes sent by the *Wamsutta* from the *Massachusetts* were all bad and had to be condemned.

I am, sir, very respectfully, your obedient servant,

PEN. G. WATMOUGH,

Acting Lieutenant, Commanding.

Commander JNO. R. GOLDSBOROUGH,

Senior in Command of Station.

Report of Commander Marchand, U. S. Navy, regarding movement of the U. S. S. Mohican, and regarding general affairs off Charleston, S. C.

U. S. S. JAMES ADGER,

Off Charleston, July 1, 1862.

SIR: I have the honor to inform you that the *Mohican* arrived yesterday, and in the evening left for Philadelphia.

The crews of this division of your squadron whose terms of service had or would expire on or before the 20th instant were transferred to her, with exception of one belonging to the *Shepherd Knapp*, whose time will be out on that day. From that vessel I had no report until the *Mohican* left, and she being anchored at a distance the weather prevented a boat being sent from the *Shepherd Knapp*.

This morning, about 6 o'clock, a battery on James Island commenced firing a salute, which was followed by the forts and batteries around Charleston Harbor, giving the impression that it was done in consequence of some victory obtained by the enemy.

During this forenoon a large flat-bottomed floating battery, having two heavy guns, one mounted forward and the other aft, was towed by the *Carolina* down Charleston Harbor, around Fort Sumter and into

the passage between Morris and James Island; the position occupied by this ship being so near that the movements of the enemy afloat in and about the harbor are distinctly seen.

I will direct the *Seneca* to make another reconnoissance toward Morris Island, but to keep without range of the guns of Fort Sumter.

From the activity of the steamer *Aida*, I have an idea that the rebels are increasing their forces on Sullivan's Island since daylight this morning.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU FONT,

Commanding South Atlantic Blockading Squadron.

P. S.—I am in correspondence with Captain Drayton, and keep him informed of events occurring here that might be useful to him.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding affairs in the St. John's River, Florida, July 1-14, 1862.

U. S. S. ISAAC SMITH,

St. John's River, East Florida, July 14, 1862.

SIR: Agreeably to your order of the 3d instant, I have held an informal investigation in regard to reports against Acting Master Lelar, commanding the *Patroon*.

On the 17th of June last I made a special report about that vessel, and also another communication about the *Uncas*, forwarding a report against her executive officer.

I have endeavored to make both of these vessels effective, having placed an acting master from this vessel upon each of them.

Mr. Corser, on the *Patroon*, has got her in good order, and the *Uncas* is improving. The *Patroon* will require another head, as Captain Lelar is too infirm. Some of the charges can be proved against him, in fact all, except imbecility. He has been several times intoxicated. I saw him so on one occasion. He is anxious to leave the vessel.

In regard to affairs upon the river: On the 1st instant, with this vessel and the *Uncas*, I proceeded as far as Jacksonville. All residents on the banks who are suspected of loyalty have been ordered 10 miles back, and all boats destroyed to prevent any communication with our gunboats. All this mischief has been caused by reports made by deserters from the *Uncas* and *Patroon*.

On my way down on the 2d instant I took on board the family of Mr. Myers (who is in Fernandina), consisting of his wife and nine children; also Mr. Tombs and family, of eight persons, they having been ordered off or to the interior.

On the 8th instant I dispatched the *Uncas* to Fernandina with these families; also eleven contrabands—in all (eighteen white refugees) twenty-nine persons. She returned the next day, having coaled while there. I enclose reports of desertion from the *Uncas* and *Patroon*; also quarterly reports and returns from all the vessels here.

I especially call your attention to the letter to the honorable Secretary of the Navy from the medical officer of the *Patroon*. Hearing

doubts expressed as to his loyalty, I sent for him, and, after a conversation, he gave me this letter to forward.

The health of the vessels is good.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. PATROON,
St. John's River, Florida.

SIR: Having, in conversations with officers in the naval service of our country, made mention of having held a commission from the Southern League in the medical and surgical department of that organization, at the suggestion of a prominent officer in our service, [I] deem it incumbent upon me to inform you, standing ready at any time to disclose all that in honor I can do, of the aims, objects, and intentions of that order.

I held that position and the commission (believing the object to be entirely a different one) until the true intention of that league was disclosed to me, and when this was done, the object to subvert this Government, destroy our nationality, and upon its ruins build a Southern Confederacy, I left it at once, refusing to have or to hold any communion or fellowship whatever with those who had the secrets of the inner temple of the Knights of the Golden Circle and of the Columbian Star, into which, under different objects, for different purposes, I had been initiated, instructed, and welcomed.

Very respectfully, yours, etc.,

WM. NICK. PINDELL,
Acting Assistant Surgeon, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Phoenix, U. S. Navy, commanding U. S. S. Planter, to proceed to North Edisto, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 2, 1862.

SIR: You will proceed with the *Planter*, under your command, to Beaufort and, after taking in wood, continue on to North Edisto and report to Lieutenant Commanding Rhind.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master PHOENIX,
Commanding U. S. S. Planter, Port Royal.

Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the enlistment of contrabands.

NAVY DEPARTMENT, *July 2, 1862.*

SIR: Amongst the persons known as contrabands, who have sought the protection of the United States, please ascertain if there are any men physically competent who are willing to enlist in the Navy for service in the Pacific at landsmen's wages.

If so, a vessel will be sent to take 150 of them to the Isthmus. About the same number could be used advantageously in the vessels now fitting for sea, as shipping does not keep pace with the naval wants.

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Commanding, etc., Port Royal, S. C.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding the evacuation of James Island, before Charleston, S. C.

U. S. S. PAWNEE,
Stono, July 2, 1862.

MY DEAR COMMODORE: Rodgers will tell you my opinions and feelings better than I can in a letter. My disgust at this wretched evacuation is more than I like to express, although I have done so pretty freely. To think of the work, transportation, loss of life, and worry of the last month being all wasted for no earthly reason, perhaps a mere pet, or the desire for a quiet summer on the part of the commanding general. It seems almost like a joke, but I really can see no reason why Fernandina and Pulaski should not be next. If mere convenience and concentration is to carry everything before it, and blind judgment to rule, anything may be done. I for one do not believe that Charleston can be taken except through James Island, and think that the rebellion can not end until its cradle is in our possession. This being the case, you may suppose that I am a little disappointed, when we were on the high road to obtain this object, at our, all of a sudden, withdrawing without any earthly reason that we can at least here perceive, for the position occupied by our troops might have been in a few days more almost impregnable against any means likely to be brought against it, when we might have waited quietly until men could have been spared for an advance. At any rate it would have prevented the withdrawal of troops from Charleston to Richmond, which will now very likely take place. Judging from remarks in Charleston papers I should judge that unless continued misfortunes make cowards of them an attempt will be made to reoccupy this river which, if entered on seriously, I am satisfied no naval force can long prevent. I certainly think, however, that it is worth keeping the door open for a return a little while, although I begin to doubt whether it will be taken advantage of. I think the war is still too much of a means in the hands of politicians and contractors for real serious work being entered on, such as that at the South. Almost the only real

earnestness yet, beyond a few soldiers and sailors, seems to be with the people supposed a short time since conquered by us.

Very truly, yours,

P. DRAYTON.

Flag-Officer S. F. DU PONT,
Wabash, Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the occupation and evacuation of James Island, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 3, 1862.

SIR: The most important of my late operations has been reported to the Department, viz, the quick seizure of Stono Inlet and River before the rebels could discover the very great military error they had committed in abandoning the strong defenses of those waters, protected as they were on the exterior by the dangerous shifting and shallow bar leading into them. The army determined to avail itself of this successful turning of all the forts in Charleston Harbor, which presented so fine and proximate a base of operations.

Under the cover of light vessels, including the *Pawnee*, which was bumped over the bar, the troops were landed on James Island, the firing being almost continuous for two days, and succeeded in obtaining secure positions, the naval part of the operations having received the commendation of the commanding general in an order which I have before transmitted.

On the return of Major-General Hunter to Port Royal, an attempt was made in his absence by a general advance of the army forces to carry the rebel works at Secessionville, which, it was thought, were in unpleasant proximity to the camp. The effort was unsuccessful, and the troops fell back without being fired upon or followed, and returned to their lines without demoralization, but, I grieve to add, with a loss of killed, wounded, and missing approaching 700.

This event was followed by an order for the evacuation of James Island and of the works already erected there. On hearing this, incidentally, I immediately dispatched Commander C. R. P. Rodgers (who, in addition to his duties as captain of this ship, has been discharging those of captain of the fleet) to Stono to see Commander Drayton and ascertain the effect which this new order of things might produce on the naval force. I have the views of both these intelligent and experienced officers, based upon a local inspection of the important points involved, and I purpose myself (though a short time ago I passed along all the points of my station) to visit them in a few days again.

I have to thank the Department for the arrival of the *Paul Jones*, most opportunely, for the protection of the waters flowing into Port Royal Harbor. Port Royal Island was attacked yesterday in more than one point, and until I can get her, or a vessel of light draft, into the Coosaw, the soldiers and plantations will not be safe. I have sent for her for this purpose. My impression is that a general order has been issued by the rebel authorities to carry on a guerrilla warfare in all directions, a matter not likely to produce important results, except

the loss here and there of valuable lives and a still greater absorption of my force.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, regarding a vessel for Ossabaw Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 3, 1862.

SIR: I have received your interesting communication of yesterday, and was not surprised at the information it contained, having always had an impression that the rebels might make use of Ossabaw Sound.

I will send a vessel there so soon as I have one at command. I forward your mails.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Commander E. G. PARROTT,

U. S. S. Augusta, Wassaw.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, with reference to the surrender of contrabands.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 3, 1862.

SIR: I have received your communication of the 27th ultimo, with its enclosures.

Your answer to the colonel commanding the rebels meets my approval. Of course the town of Jacksonville is safe so long as the gunboats are not fired upon from its vicinity.

In reference to the contraband question, my instructions are to surrender none, no matter whether the parties asking for them profess to be loyal or not. There has been so much abuse of this privilege that it can no longer be granted. A glaring instance of it occurred in the case of the murderer Huston, whose slaves were returned to him on the false pretense of a neighbor that they belonged to a Union man. Even supposing the claimant may be loyal, yet if he takes his slaves among the rebels he is liable to be seized at any moment and put to work in erecting fortifications against our forces.

Should any further applications be made to you, ascertain the name of the party applying, provided he satisfies you of his loyalty, and the names of the persons claimed, and enter the same on the log book, informing the claimant that the Government will determine the case after the war is over.

* * * * *

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,

Senior Officer, St. John's [River].

Letter from Flag-Officer Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding gunboats ordered to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 4, 1862.

GENERAL: From information just received from Brigadier-General Saxton of the enemy's appearing to-day, I send an order to Commander Drayton to dispatch at once two gunboats to this place.

The new vessel, the *Paul Jones*, with a most formidable battery, and drawing but 7½ feet, will sweep the Coosaw of all batteries that may be erected. Will you please forward the order, if you are sending up?

In haste, yours, etc.,

S. F. DU PONT,
Flag-Officer.

Major-General D. HUNTER,
Commanding Department of the South.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Drayton, U. S. Navy, to send vessels to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 4, 1862.

SIR: On the receipt of this order you will send at once to this port the *Paul Jones* and the *Unadilla*, the enemy having to-day made an attack on Port Royal Island at various points, and something more serious being apprehended by the army.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander P. DRAYTON,
Senior Officer in Stono River.

Report of Commander Marchand, U. S. Navy, regarding the defective condition of U. S. S. Flambeau.

U. S. S. JAMES ADGER,
Off Charleston, July 4, 1862.

SIR: Yesterday evening Lieutenant Commanding Upshur reported verbally that the engine of the *Flambeau* broke down suddenly by [reason of] the cogs of the main driving wheel breaking.

To-day I received the accompanying communication, directed an examination by the assistant engineers near, and have the honor to forward their report.

In the present condition of the *Flambeau* she is useless here, and I have taken the liberty of sending her to Port Royal in tow of the *Bienville*.

I have instructed Commander Mullany to leave here with the *Flambeau* in tow at early dawn to-morrow, and if possible be back to cruise off Charleston to-morrow night.

I am, sir, most respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. FLAMBEAU,
Off Charleston, S. C., July 4, 1862.

SIR: I would respectfully report that the main driving wheel of this ship has become so defective as to render the engine altogether unfit for use in its present condition.

Very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant, Commanding.

Commander J. B. MARCHAND,
Senior Officer Present, U. S. S. James Adger.

Circular order of Commander Marchand, U. S. Navy, regarding lights on vessels underway in the night.

JULY 5, 1862.

On and after Monday next (July 7) and until further instructions, all vessels when underway in the night and in the vicinity of other vessels of the blockading squadron, will hoist three perpendicular white lights at the gaff.

J. B. MARCHAND,
Commander and Senior Officer.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, regarding orders for the enforcement of the blockade in Ossabaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 5, 1862.

SIR: Having every reason to believe, from information received from Acting Lieutenant Commanding Watmough, that Ossabaw is resorted to by the rebels, and that a fort has been constructed on the Ogeechee River, I have determined to place the *Potomaska* there for the present.

On the receipt of this you will therefore order Acting Lieutenant Commanding Watmough to Ossabaw to enforce the blockade of that sound. I will send you another vessel as soon as I can.

Lieutenant Commanding Watmough will use his best judgment in placing his vessel, as she will have to cover the entrances of both the Ogeechee and Vernon rivers.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
Senior Officer, St. Simon's Sound.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Hughes, U. S. Navy, commanding U. S. S. Mohawk, to proceed to North Edisto, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 6, 1862.

SIR: You will please proceed with the *Mohawk* under your command to North Edisto and relieve Lieutenant Commanding Rhind, who will, on your arrival, return to this port for provisions, etc.

Lieutenant Commanding Rhind will give you such information as his long experience in those waters so well enables him to do.

Enclosed are sailing directions for Port Royal and North Edisto, and some other squadron papers.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. K. HUGHES,
U. S. S. Mohawk, Port Royal.

P. S.—You will please see that Acting Master Haffards returns with Lieutenant Commanding Rhind in the *Crusader*.

S. F. DU P.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag, regarding the stations of that vessel and U. S. S. Augusta.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 7, 1862.

SIR: Having received your last communication, reporting the increased leakage of the *Flag*, I have determined to give you a position in the inside blockade.

You will, therefore, on the receipt of this order, proceed to Wassaw Sound and relieve Commander Parrott, of the *Augusta*, who will give you the results of his experience there.

The *Augusta*, on your arrival, will proceed at once off Charleston for blockading duty. Please show him these orders.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. H. STRONG,
U. S. S. Flag, off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to assume command of the blockade off Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 7, 1862.

SIR: As soon as you are ready for sea you will proceed with the *Norwich* under your command off Georgetown, S. C., and assume the command of the blockade at that place.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. M. DUNCAN,
U. S. S. Norwich, Port Royal.

Report of Lieutenant Woolsey, U. S. Navy, commanding U. S. S. Ellen, regarding affairs in Stono River.

U. S. S. ELLEN,
Vicinity of Stono River, July 7, 1862.

SIR: I have been expecting ever since I came here to go around into Stono the next day, and for that reason have sent no daily report. On

the evening of the 4th I anchored abreast of the present picket station, which is at the causeway near the lower house of the road lately occupied. I delivered your message to the captain of the *Henry Andrew*, and advised him to go in time if he could get away; but, as it blew hard and as there was risk in going during the night, I again requested him to remain until morning, more particularly as I could not, by reason of the high wind, get the *Ellen* in the position I wished without keeping the men up late at night.

On Saturday morning, 5th, I received word that the pickets were expecting an attack from the enemy, who were supposed to be in the woods above the large house. Upon examination of the map I found that I could not fire across the plain which they would have to cross without firing in the direction of our vessels in Stono, and that I was too close to cover a large range of ground. I therefore shifted my berth lower down, anchoring about 100 yards above the island and mooring head and stern, with broadside covering the entire plain, in such a manner as to fire to the north of our gunboats. I directed the *Henry Andrew* to do the same below the island.

Yesterday, 6th, a party of army officers rode out to the upper house and reported a company of cavalry to be stationed in the woods beyond.

In the afternoon, being out of water, I sent to borrow some from the *Andrew*, but she also was nearly out. I then sent a party to dig out the well, which I had previously taken considerable pains to repair and clean, but which the soldiers have since destroyed. The work was unsuccessful, the earth caving in several times. I then sent the boat down to the white house in Folly River, where she succeeded in getting good water. At the same time I ordered the captain of the *Henry Andrew* to go down and protect our boat, and after dark to go to Cole's Island in obedience to your order, beach his vessel, and report to you as early as practicable in the morning.

The only movement of the enemy visible from this vessel was the approach yesterday morning of the side-wheel steamer which communicates with the Tower battery. I could not see whether she had troops on board or not.

I sent a boat shortly after daylight this morning in answer to a hail from the picket station, and received your message to send one of the gunboats around this morning to report. I presume the report of Captain Harris has been made ere this, and hope it will be satisfactory.

It is not safe for this vessel to leave her present position until relieved. The enemy are undoubtedly waiting the withdrawal of the gunboats in order to attack our pickets.

I have a report to make concerning our small arms, which I will defer until I return.

Respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Lieutenant, Commanding.

Commander PERCIVAL DRAYTON,
*U. S. S. Pawnee, Commanding Officer
in Stono River and Vicinity.*

Report of Flag-Officer Du Pont, U. S. Navy, stating reasons for his order issued to the commanding officer of U. S. S. Wabash to proceed with that vessel to Philadelphia, Pa.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 7, 1862.

SIR: I have endeavored, through the many resources which the Department has sent me so liberally, to make this station answer the purposes of supplying the wear and tear of this fleet, which necessarily requires so much refitting, and but very rarely have I dispatched a vessel north for these objects.

The Department, however, is well aware that the morale of a large body of men must be kept up in a long contest, and I believe my watchfulness on this point, in retaining no man over his time, and in sending the ships home in turn whenever, without detriment to the service, it could be done, has had a most happy effect.

The crew of one vessel, however, has been for some time entitled to my consideration. The ship has been long over a year in commission, and the bulk of the men were enlisted some months before. She was in the action at Hatteras, blockaded Charleston in the summer of 1861, when no other vessels now in this squadron were even in commission, except the *Pawnee* and the *Vandalia*, the latter of which was permitted to return last winter. I am speaking of the *Wabash*.

I had indulged the hope that the progress of events here by this time would have authorized me to have asked the Department to have returned in her for a few days to recruit, but while I find this impossible, I do not at this particular moment find it impossible to spare the ship on public grounds, though exceedingly inconvenient.

I have, therefore, directed Commander Rodgers to proceed with the *Wabash* on the 8th or 9th instant to Philadelphia, and, with the permission of the Department, to let her crew have liberty. The men have never yet landed but to fight in a period of over twelve months.

I have determined to forego all repairs upon her. She must dispense with taking out her mainmast or taking her machinery apart, and I have to ask the Department to dispatch her immediately after her crew have had their run on shore, say about the 5th or 6th of August.

The *Wabash* is my base of operations. The order, discipline, and effectiveness of both officers and crew enable her to perform the immense work required in various ways for the whole squadron, and which can scarcely be understood even at the Department. I have, therefore, earnestly to request that the Department will be pleased to give Commander Rodgers orders to leave Philadelphia without having detached an officer or man.

The steam frigates of her class being equally distributed in all the Northern ports, at Portsmouth, Boston, and New York, I have sent the *Wabash* to Philadelphia, where she was built, and where her crew will be less liable to be inveigled away by the high prices now given at other ports in the merchant service.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Flag-Officer Du Pont, U. S. Navy, regarding leaves of absence to crews, etc.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 7, 1862.

SIR: My official letter will explain my views as to sending this ship north. I have always had a great dislike of running willing horses to death, and the devotion and absence of all grumbling on the part of this crew, after their long and continuous service—never having landed but to fight, and doing the work they do for the whole squadron, with no chance at prize money, etc.—have brought me to this determination, though it deprives me of my base of operations, as it were; and, like McClellan, I feel like changing front in the face of an enemy, to say nothing of great personal discomfort, but it gratifies and raises the morale of 700 men.

You will appreciate all this, and at the same time will understand the earnest requests I am about to make in connection therewith.

First. Will you please send an order to Pendergrast to permit the crew to go on shore under the directions of her captain, as soon as she arrives? Will you also ask him to have a berth ready for her wherever he may deem best? If vessels are moved in time for this, we shall start by gaining twenty-four hours.

As I state in my official letter, there must be no pulling to pieces. I would rather run the risk of losing my mainmast next winter than have it taken out now, and I did not therefore send her to New York, where I hear they are giving \$50 to seamen for a voyage to Liverpool.

I beg you further, in the most earnest manner, not to detach a living being from her, officer or man; if any applications come, tell them to apply through their flag-officer.

You have here and there taken a lieutenant out of returning ships, or retained such as go in prizes, such as the executive officers of the *Alabama*, *Huron*, etc. I have thought this very hard, for the outside appointments are getting lower and lower.

I hardly know how I can spare Rodgers for a few brief weeks even. He will go to Washington and see you and tell you many things I would like to write about, but I have not the time to write them, nor you to read them, if I did.

Rodgers did not wish to go north, but I insisted in carrying out my views of the case.

From a letter from Grimes I infer the admiral bill is very doubtful; that the Senate should be behind the House in such a matter seems strange.

We are in deep anxiety lest we have not heard the worst about Richmond—dates to July 2.

These midshipmen here will be applying to get in gunboats, etc.; they are of more service here, to themselves, also, than anywhere else; belong to our boats and infantry companies, and are thoroughly disciplined. I beg you not to let one go.

In this matter if you do as I did on arriving out here—put your foot down—you will have no trouble. I put my face against all leaves of absence, and now everyone is glad that I did not permit a man to leave; even those who applied are glad I refused them.

Faithfully, yours,

S. F. DU PONT.

Assistant Secretary G. V. Fox,

Navy [Department], Washington.

Letter from Flag-Officer Du Pont, U. S. Navy, to Chief of Bureau of Ordnance and Hydrography, requesting that a rifled cannon be placed upon the U. S. S. Wabash.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 7, 1862.

SIR: The *Wabash* returns for a few days to Philadelphia, to let her crew go on shore.

Will the Bureau avail itself of the opportunity to put upon her such a rifled cannon as it may deem best, as the forward pivot is now vacant? The ship could carry a 200-pounder, if there be such ready.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Captain A. A. HARWOOD,
Chief Bureau Ordnance and Hydrography.

Extract from report of Commander Marchand, U. S. Navy, relative to the British ship Lochinvar.

[OFF CHARLESTON,] July 7, 1862.

* * * * *

I have further to report that a ship appeared in the offing to-day whose movements seemed suspicious. From this vessel she was boarded and found to be the English ship *Lochinvar*, of Swansea, Captain Wane, in ballast, from Havana, bound to St. John, New Brunswick. Her papers and log book showed that she had been built at Castine, Me., and in February last obtained a British register at Swansea, England. She was there laden with coal, went to Havana, and discharged cargo.

At the latter place she took in ballast, and on the 1st instant left for St. John, New Brunswick. An examination was made of the hold and nothing but small sandstone ballast found. No evidence of fraud appeared either in her log book or other papers.

The reason assigned for running in, and which is doubtless true, is that sickness is on board—yellow fever, doubtless—but which was disavowed.

The colors were hoisted at half-mast; one of the crew lay dead, and the captain and two of the crew sick. The captain, barely able to move about, requested permission to anchor, and desired to remain until his death or improvement. Permission was granted, outside of our blockading lines, under restrictions with regard to showing lights or getting underway in the night time.

I am, sir, most respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Since writing the above Commander Marchand reports that the ship *Lochinvar* left her anchorage and stood to the northward and eastward beyond sight.

The medical officer who was attending her reports the health of her captain and crew much improved.

Report of Commander Marchand, U. S. Navy, of an ineffectual effort on the part of the British steamer Memphis to escape from Charleston Harbor.

U. S. S. JAMES ADGER,
Off Charleston Harbor, July 7, 1862.

SIR: This morning, at the dawn of day, I was startled at seeing a steamer standing in near Forts Sumter and Moultrie, painted lead color, and with lower masts alone standing. Her movements were singular, first standing along Maffitt's Channel, and then the main Ship Channel. As daylight advanced, her appearance was familiar, and on searching with the glass I found the place occupied by the *Memphis* in Charleston Harbor the previous evening was vacant. I was then satisfied that it was an ineffectual effort on the part of the *Memphis* to escape. The vessel in sight was high out of water, as if having no cargo, and the knowledge of a prohibition of the exportation of cotton from Charleston added still further to my belief that it was the *Memphis* trying to get out.*

* * * * *

I am, sir, most respectfully, your obedient servant,
J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Marchand, U. S. Navy, regarding the dispatching of the U. S. vessels Pocahontas and Roebuck to Port Royal for repairs.

U. S. S. JAMES ADGER,
Off Charleston, July 7, 1862.

SIR: I have the honor to advise you that as the nights are becoming moonlight, I have sent the *Pocahontas* to Port Royal to have her boilers cleaned.

Her speedy return is desirable that in the event of the imperative necessity of another vessel having to go, the blockade will not be less operative.

Further, I have to report that, in obedience to your orders, I sent the *Roebuck* yesterday (after the arrival of the *Vandalia*) to Port Royal for repairs to her windlass and for supplies.

I am happy to inform you that I have no reason to believe that any vessel has violated the blockade since the *Memphis* succeeded in getting into Charleston on the 23d ultimo, as reported to you at the time.

I am, sir, very respectfully, your obedient servant,
J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

* Matter omitted is included in preceding report.

Capture of the steamer Emilie by the U. S. steamers Flag and Restless, in Bull's Bay, South Carolina, July 7. 1862.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Commander Marchand, U. S. Navy.

FLAGSHIP WABASH,
Off Charleston, July 10, 1862.

SIR: I have the honor to forward the enclosed communication of Commander Marchand, referring principally to the capture of the steamer *Emilie*, formerly the *William Seabrook*, of Charleston. She has been sent to Philadelphia.

The captain, D. B. Vincent, goes north in this ship, and as he is from Charleston and has been engaged more than once in running the blockade, and on one occasion by falsely pretending to be in distress received assistance from the steam frigate *Roanoke* (running that night into Charleston), I recommend that he be sent to Fort Lafayette.

The supercargo, also from Charleston, has been engaged in running the blockade and should not be permitted to be at large.

I respectfully submit that the Department can not exercise too much vigilance in preventing the return of such men, who, from their local knowledge of this part of the coast, are the most efficient instruments of the rebels in violating the blockade.

One of the Lockwoods, when I left Hampton Roads, in October last, was a prisoner there, but was subsequently set at liberty, and until lately captured in the *Isabel* was engaged frequently in piloting British and rebel vessels into Charleston.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger.

U. S. S. JAMES ADGER,
Off Charleston, July 8, 1862.

SIR: I have the honor to advise you that by the arrival of the *Hope* this morning I received your communications of yesterday's date, in relation to sending the sick of this division to the *Vermont*, upon sick tickets being presented by the surgeons, and painting the ships lead colored outside, and authority to cut a hatch in the *Blunt* forward of her foremast.

I am pleased to inform you that the boats of the *Flag* and *Restless* succeeded yesterday in capturing and bringing out of Bull's Bay the British side-wheel steamer *Emilie*, of Nassau, D. B. Vincent, captain.

She was formerly the *William Seabrook*, of Charleston, and obtained a British register on 3d June last. She has a tonnage of 351 $\frac{1}{2}$, draft of 6 feet, laden with an assorted cargo, which, by bill of lading, cost \$21,548.41, and left Nassau on 3d instant, officially bound for Beaufort, S. C.

By report from her crew, specie and Confederate bonds are con-

cealed in the cabin, and that Enfield rifles and other arms are on board not enumerated in the bill of lading.

Before being captured a large portion of her crew escaped to the shore, and only the captain, supercargo, two mates, and four of the crew were found on board.

Commander Strong reported that the captain and supercargo (both having previously violated the blockade) desired to be put ashore, as their families are in Charleston, which proposition could not be entertained.

The *Emilie* was seen by the *Restless* at the early dawn of yesterday morning entering Bull's Bay; hence the capture.

I am, sir, respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Flag.

U. S. S. FLAG,

Off Charleston, S. C., July 7, 1862.

SIR: I have the honor to report the capture of the British steamer *Emilie* (formerly the *William Seabrook*, of Charleston) by the boats of this vessel under my command and the bark *Restless*, commanded by Acting Volunteer Lieutenant E. Conroy, for violating the blockade.

At daylight this morning (4:20) the *Restless* discovered the steamer *Emilie* attempting to run in at Bull's Bay; signal was made to me by firing two guns from the *Restless*; being underway I ran down at once, and on reaching Bull's Bay found that the *Emilie* had got inside the island and two boats from the *Restless* were in chase. I armed two boats and sent them in also; my boats came up with the boats of the *R[estless]* when they boarded the steamer (she having run aground) and took possession. A portion of the crew had escaped in boats, eight remained on board, including the captain and supercargo. The steamer is registered 3d June, 1862; 202 $\frac{1}{2}$ tons; draws 6 feet of water. The invoice shows an assorted cargo, \$21,578.41, but I have reason to suppose there are also arms, Confederate bonds, and specie on board of her. I herewith enclose the report of Acting Master D. F. Mosman, who had charge of the boats. I shall send him to Philadelphia in charge of the steamer, together with Master's Mate Joseph S. Johnson, and Acting [Second] Assistant [Engineer] John Harris, who I respectfully request may be sent back to my vessel. In getting the *Emilie* out, one of our men (Frederick Taylor, ordinary seaman) fell overboard and was drowned. Second Assistant Engineer C. D. Kiersted, of the U. S. S. *James Adger*, will also go in the *Emilie*.

Very respectfully, your most obedient servant,

J. H. STRONG,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. FLAG, *July 7, 1862.*

SIR: In obedience to your orders I left the ship at about 7 a. m., in command of the first and second cutters—the first with 9 men, the second, commanded by Master's Mate Joseph S. Johnson, carried 6 men, fully armed and equipped—and proceeded to Bull's Bay in search of a steamer supposed to have run the blockade. Soon after entering the bay I saw the steamer in the channel leading to Charleston, some 5 miles from the bar; shaped our course for her and pulled on up the channel. After proceeding about 3 miles made out two boats lying under the shore, the steamer lying on the opposite side. The river here makes a bend. * * * The boats having no colors hoisted, not knowing who or what they were, preferred to approach them by separating my two boats so as to attack them on each side, thereby preventing the possibility of escape or retreat. When nearly aboard and about to open fire they showed the American colors; continued on and spoke them; found the boats to be from the U. S. bark *Restless*, who had entered the bay about two hours in advance of us on the same errand.

I told the boats to advance and that I would support them.

* * * * *

The order to board was given about 30 yards distant from the enemy, when we dashed ahead with all possible speed and boarded her in the port gangway, took possession, and hauled down her flag, which was English. * * * I then commenced to examine the ship and see what chance there was to get her afloat, and also [made] preparation for destroying her in case of being driven out by an attack. Finding her driven so far that it would be impossible to get her afloat till nearly high water, or from 1 to 2 p. m., this being 8:45 a. m., I turned my attention to the character of the ship and ascertained where she was from and also searched for papers, at the same time ordering one of the *Restless's* boats to return. When I entered the steamer's cabin to write a note to Captain Strong I found not only a portion of our men but a portion of the *Restless's* men and one of her officers capsizing and breaking up things promiscuously in the cabin. I ordered them all out of the cabin; some obeyed and some did not; drawing my cutlass I drove them out and cleared the cabin and left it in charge of one of her officers. I then sent to Captain Strong for engineers and firemen, kedge, warp, and hawser. I soon after found the cabin had been broken up from the side windows and that liquor had been distributed among the crew. We then went to work to try and heave her off, first by listing her to port; not succeeding in that, commenced to lighten her by throwing overboard cargo; what it consisted of I do not know, part of it being iron cans of some kind of acid, weighing about 700 or 800 pounds each; the number of them I took no note of, but pitched them all overboard; should think there were ten or a dozen of them; other things of weight were thrown overboard indiscriminately; I then commenced heaving on our hawser, also working the engine, which I found nearly disabled, the crew having plugged all pipes and disconnected everything they could in the hurry of leaving her. After working at her a short time I found that I could work the engine to a limited extent. She would not take water at the air pump nor by the feed pipe; my only chance was to work her out with what

water there was in the boilers; at 1:30 p. m. succeeded in getting her afloat and steamed slowly out to sea; at 2 swamped the boat belonging to the vessel, cut her adrift; at 2:30 third cutter came alongside with Mr. Harris, engineer, and two firemen, and also her boat's crew; at the same time the U. S. bark *Restless* sent her boat alongside with a kedge; took the kedge and warp on board, dropped the boats astern, and went ahead again. At 2:45 p. m. a man named Taylor, belonging to the *Flag*, fell overboard from the second cutter; stopped the engine and sent a boat for him, but before reaching him he went down. Commenced steaming out again, by the skill and perseverance of Mr. Harris, who found the plugs to the feed pipe and injector and succeeded in getting the engine to work right, but, unfortunately in his efforts he received a serious scalp wound. We were obliged to run and repair at the same time, having no anchors, and being in a narrow, shallow channel; at 3 p. m., while entering on the bar, the wheel blocks gave way. Stopped and repaired damage. Started ahead again out to sea; while attempting to speak the *Flag*, the wheel ropes gave out again, and we came to anchor, when the captain of the *Restless* came alongside in his boat. Repaired damages, hove up anchor, and stood up between the *Flag* and *Restless*. * * * Second cutter came along with six men and followed the *Flag* to her anchorage. After coming to anchor, repaired on board and reported to you in person.

I neglected to state that I found the wheels wound up with hawsers, the wheel ropes crossed. Sent the four prisoners on board in the boat. At 12 the U. S. S. *Blunt* commenced shelling us and continued to do so for nearly an hour. Fortunately for us she was unable to reach, all of her shot falling short, otherwise she would have driven us out.

Respectfully, your obedient servant,

D. F. MOSMAN,
Acting Master, U. S. Navy.

Commander JAMES H. STRONG.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*.

U. S. BARK *RESTLESS*,
Off Bull's Bay, July 7, 1862.

SIR: I have the honor to report to the Navy Department that at 4:30 this morning a steamer was discovered in Bull's Bay Channel. The weather being cloudy and foggy, I could not discern if she had run in from the sea or came out from Charleston, and beat immediately to quarters. Having a concerted signal with Commander J. H. Strong, of the U. S. S. *Flag*, lying at Caper's Island, about 8 miles from us, that when a suspected steamer should be discovered from our vessel I should fire two guns at short intervals, I gave orders for that signal to be made.

At 5 o'clock the steamer disappeared behind Bull's Island, and knowing that a steamer coming from the sea could hardly succeed at low tide to pass rapidly through the inside channel to Charleston, I immediately sent two armed boats, in charge of Acting Master J. B. Rogers and Acting Master's Mate Henry Eason, in pursuit, for the purpose of reconnoitering and capturing the steamer, if possible.

At 6 o'clock the U. S. S. *Flag* came alongside, and, when in speaking distance, I requested Commander Strong to send two armed boats from the *Flag* to the assistance of our boats, and sent an efficient pilot

(one of our contrabands) on board. The boats of both ships boarded the steamer simultaneously, the boats of the *Flag* on the port and those of the *Restless* on the starboard side, and succeeded in getting her out and bringing her alongside, which was effected by 4 p. m.

Commander Strong, being the senior commanding officer, then took charge of the prize.

Enclosed I have the honor to transmit the report of Acting Master J. B. Rogers and a muster roll of the officers and crew of this vessel.

I am, sir, very respectfully, your obedient servant,

EDW'D CONROY,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. BARK RESTLESS,

Off Bull's Bay, July 7, 1862.

SIR: Agreeably to your orders, I proceeded at 5:15 o'clock this morning in charge of two armed boats, and accompanied by Acting Master's Mate Henry Eason, to the channel leading from Bull's Island to Charleston, for the purpose of reconnoitering, and, if possible, capturing a steamer which at daylight was discovered inside the channel. When about a mile from the steamer I saw two armed boats from the U. S. S. *Flag* coming to our assistance, and deemed it prudent to wait for them.

About 9:30 a. m. we boarded the steamer together, our boats on the starboard and the *Flag's* boats on the port side.

The steamer, which proved to be the *Emilie*, of Nassau, was aground; the captain, Daniel Vincent, of Charleston, the supercargo, and the crew were on board. We got her afloat at 1:30 p. m. and arrived with her alongside the ships at 4 p. m. She was, as far as I could judge, freighted with a cargo of general merchandise, and on our approach hoisted the English flag; a much used rebel flag was also found on board.

I am, sir, very respectfully, your obedient servant,

JEROME B. ROGERS,

Acting Master and Executive Officer.

Acting Volunteer Lieutenant EDWD. CONROY,

Commanding U. S. Bark Restless.

Order of Commander Strong, U. S. Navy, commanding U. S. S. *Flag*, to Acting Master Mosman, U. S. Navy, to assume command of the prize *Emilie*.

U. S. S. FLAG,

Off Charleston, July 8, 1862.

SIR: You will take command of the prize steamer *Emilie* and in all respects be governed by the accompanying letter of instructions.

The late captain of the steamer you will allow to have no communication with his men or the crew; they are not to be treated as prisoners unless they should be guilty of improper conduct.

Respectfully, etc.,

J. H. STRONG,

Commander.

Acting Master D. F. MOSMAN.

Abstract log U. S. schooner G. W. Blunt, Acting Master Sherwood, U. S. Navy, commanding.

July 7, 1862.—Lying at anchor on blockade off Dewees Inlet. At 9 a. m. saw something bearing N. W. that resembled black smoke. Got underway and proceeded toward her. Proved to be a steamer on the inside of Caper's Island. She being on one side and we on the other, we stood abreast of her and anchored. Commenced shelling her, but the land being so high, could only discern the mast. After firing three shells she hoisted stars and stripes, but soon after hauled it down, so we commenced shelling again. She soon ran it up again. We then sent a boat with one officer and eight men to board her, the steamer being ashore before the boat got to her. She soon hove in sight with four boats in tow, two from the *Restless* and two from the *Flag*. Proved to be the steamer *Emilie*, from Nassau, loaded with a general cargo.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, for the investigation of alleged misconduct of crews which boarded the prize.

NAVY DEPARTMENT, August 5, 1862.

SIR: I enclose herewith a copy of a statement received at the Department of State from Mr. Stuart, the chargé d'affaires of her Britannic Majesty, relative to alleged improper conduct of the crews of the boats which boarded the British steamer *Emilie*, captured for an attempt to run the blockade of Charleston.

You will be pleased to investigate this matter and report the result to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Statement of part of the crew of the *Emilie*.

Henry A. McLeod, supercargo; Octavius H. Dorsett, mate; John Wilson Cummings, second mate; John Boyle, steward; Robert McMillan, John Davies, and John Curry, seamen, personally appeared before me and solemnly deposed on the Holy Evangelists of Almighty God to the truth of the following statement, viz:

The steamer *Emilie*, built at Charleston, S. C., sold to George Alexander Stuart, of St. Vincent, June 3, 1862, of over 200 tons, with a crew of 18 men, Captain D. B. Vincent, master, sailed from Nassau, New Providence, laden with dry goods, boots and shoes, 100 pounds sporting powder, and a few thousand sporting caps for the port of Beaufort, S. C. (a port open to trade by proclamation of the President of the United States), on the 3d of July. July 7 arrived at Bull's Bay (about 60 miles above Beaufort) and ran aground at 6 a. m., being about 15 miles from the city of Charleston. Eleven of the crew (nearly, if not all. Southern men) deserted the ship about 9 o'clock; same day two boats from the United States gunboats *Flag* and *Restless*, under command of Lieutenant Mosman, arrived. The lieutenant came on board and commenced to haul down the British ensign, when Supercargo McLeod told him if he did so it was under solemn protest,

to which Lieutenant Mosman replied, "Damn your protest; it's good for nothing." Flag was removed and in a passion jumped upon, the officer saying, "This (an American flag in his hands) flag will take its place." Officers asked for no papers, and, after placing the captain and crew under guard, commenced to search the ship. All Lieutenant Mosman's men made a general rush, during which a sailor's pistol went off, nearly shooting one of his comrades; the cabin was torn out, champagne and other liquors were taken and drunk profusely, causing intoxication and riotous conduct. The seamen's trunks were broken open and their contents scattered about and a great deal stolen; one sailor, on returning to the *Flag*, being intoxicated, fell overboard and was drowned. An officer, in a quarrel with a sailor, drew a knife and cut him severely in the arm. All hands were taken on board the *Flag*, and afterwards returned to the steamer *Emilie*, which was put under charge of Lieutenant Mosman as prize master, and sent to Philadelphia, where she arrived July 14. After examination by the United States prize commissioners, these deponents were set at liberty. The master, D. B. Vincent, and one seaman, John Curry, have been sent to Fort Lafayette.

HENRY A. MCLEOD.
OCTAVIUS H. DORSETT.
JOHN WILSON CUMMINGS.
JOHN DAVIES.
R. A. McMILLAN.
his
JOHN × BOYLE.
mark.

Sworn and subscribed before me, her Britannic Majesty's consul for the State of Pennsylvania.

GEORGE CRUMP.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Flag*, regarding alleged misconduct of his crew.

U. S. S. *Flag*, August 14, 1862.

SIR: I have the honor to acknowledge the receipt (through Captain Hazard) of a copy of your letter, dated August 13, 1862, together with a copy of the affidavits made by Henry McLeod (late supercargo of the British steamer *Emilie*) and others, belonging to that vessel, in reference to the conduct of the officers and men who made the capture, and calling upon me for full reports in the matter therein referred to.

In answer to the greater part of the transaction, I shall have to refer you to the reports of the officers who went in charge of the boats that made the capture; a copy of each report I herewith enclose.

Mr. McLeod and others testify that the steamer had legal papers. The papers were illegal, not having the signature of the American consul; but that matter has been decided by the court. They say the steamer ran aground. So she did, but it was several miles inside of Bull's Island, in the inland channel leading to Charleston. It was owing to its being low tide that she grounded. As to the robbing, etc., it has been reported to me that the robbing, if there was any committed, was by their own crew, who loaded their boats and left on the approach of my boats. As to the man that was "wounded with a knife by one of the officers," as sworn to in the affidavit, it did not come to my knowledge till I learned it through this affidavit. I made

enquiry of the man himself. He says he hit his arm against the point of a sword bayonet and scratched it a little, but it was not of sufficient consequence to go to the doctor with; it was not done by an officer.

As to the statement that the man who was unfortunately drowned was drunk, my officers state he was not drunk; that he was sent into the boat to steer her off, she being in tow of the steamer. There being no rudder to the boat she had to be steered by an oar; in doing so the oar slipped over the sternpost and the man was thrown overboard, and unfortunately sank before a boat could reach him. Such an accident, although much to be regretted, might happen to any man.

As to the champagne, etc., being promiscuously scattered about, I am informed that such is the case, done by the people belonging to the steamer that they might get our men drunk. My officers had to destroy large quantities of spirits to prevent, if possible, our men from getting too much of it.

When the boats returned to this vessel I had men and boats examined to ascertain if any pilfering had been committed. None was reported.

Very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, giving result of his investigation into the conduct of the crews of the boats capturing the *Emilie*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 21, 1862.

SIR: I have the honor to acknowledge the receipt of the Department's letter of August the 5th, enclosing an affidavit of the supercargo, mate, and others of the steamer *Emilie*, alleging improper conduct on the part of the officers and crews of the boats which captured her, and desiring me to investigate the matter.

I forwarded a copy of the affidavit to Commander Strong, of the *Flag*, and Acting Volunteer Lieutenant Conroy, of the *Restless*, the boats from which ships boarded and seized the *Emilie*.

The reports of these officers, as well as the reports from the officers engaged in the expedition, have been received, and from these papers I have ascertained, in substance, as follows:

1. That the British ensign was hauled down, but unaccompanied by any demonstration of passion or indignity.

2. That some of the men became intoxicated after boarding the ship, but that in this case, as in several others which have occurred on this station, the liquor was purposely placed by the officers and crew of the *Emilie* for the very object of intoxicating the sailors boarding them. A quantity of the liquor was thrown overboard by our officers to keep it from their men.

3. That the trunks, etc., referred to as having been broken open were mostly so broken by the officers and crew of the *Emilie* when they discovered the boats approaching, and much of their contents had been put into a boat which was endeavoring to escape to the shore when the parties in it were compelled to return by our armed force.

4. That no pillage was discovered on any of the boats or on the persons of the men on their return to their respective ships, except on one boat of the *Restless*, which carried off one pig, about 30 pounds of hams, and a small looking-glass. On this point Commander Strong and Acting Volunteer Lieutenant Conroy speak most positively.

5. That there was no quarrel between an officer and sailor, as alleged in the affidavit. A sailor of the *Flag* hit his arm accidentally against the point of a sword bayonet of one of his comrades, but the scratch was so slight that the man did not think it necessary to apply to the surgeon.

6. That no seaman fell overboard from intoxication and was drowned. It is unfortunately true that one of the men was drowned, but he was sent into a boat, then in tow of the *Emilie*, to steer her off; the boat had no rudder and had to be steered by an oar. In doing so, the oar slipped over the sternpost, and the man fell overboard and sank before help could reach him.

I will not conceal from the Department that some irregularities appear to have occurred, owing mainly to the inexperience of the officers, particularly in permitting their crews to go into the cabins and saloons of the prize, where the liquor, as before referred to, was scattered about.

I have taken this part of the subject in hand and will see that it never occurs again in this squadron.

I am, sir, very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Trundy, U. S. Navy, commanding U. S. bark Roebuck, to proceed to New York for repairs.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 8, 1862.

SIR: The *Roebuck* needing expensive repairs, you will proceed to New York, and on your arrival will report yourself first to the commandant of the navy yard, and then immediately to the Department by letter.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Acting Volunteer Lieutenant Commanding TRUNDY,

U. S. Bark Roebuck.

Letter of Lieutenant Ammen, U. S. Navy, to the Superintendent U. S. Coast Survey, regarding the navigability of the main Ship Channel, Charleston Harbor, South Carolina.

GUNBOAT SENECA,

Off Charleston, S. C., July 8, 1862.

MY DEAR SIR: At the request of Mr. Boutelle I have examined the main Ship Channel with a view to see if the wrecks were gone and if a deeper channel existed in the old locality or adjacent.

Three wrecks are visible at low water, a fourth is marked proximately on the piece of chart I send, and two others were stumbled upon by Mr. Vaughan, an old pilot, who aided me in another boat in my examinations; their positions are undetermined.

The main Ship Channel does not appear to have materially altered, except in having deep holes in the immediate vicinity of all the wrecks examined. Owing to the probable existence of many more wrecks than those found by us, the main Ship Channel may be regarded as worthless, at least until after a very thorough examination and buoying such dangers as exist.

I had found previously, in view of securing the best water for our vessels of war when an attack is to be made, a channel way better or at least equal in all respects to the main Ship Channel. To-day I sounded it out at high tide and found at least 17 feet. Spring tides will give at least a foot more. The natural ranges are excellent, and in that respect, as probably in depth of water, it is superior to the old channel. It does not lie parallel to the old channel nor very near it, and, owing to its peculiar formations, would hardly be discovered, except by a very careful survey.

When we have occasion to use it, you will be gratified to know that a channel exists which will be practicable for at least a draft of 17 feet.

Very respectfully, your obedient servant,

DANL. AMMEN,

Lieutenant, Commanding U. S. S. Seneca.

Professor A. D. BACHE.

Report of Lieutenant Truxton, U. S. Navy, commanding U. S. ship Dale, of a reconnoissance of Hutchinson's Island, July 8, 1862.

U. S. SHIP DALE,

St. Helena Sound, S. C., July 13, 1862.

SIR: I have to inform you that since my letter of the 13th ultimo the rebel marauding parties in this vicinity have shown an increase of confidence.

I have sent quite a number of negroes to Beaufort since my last report, and given permission to those on Fenwick's Island to move over to the Edisto Islands. The house of a Mr. Jenkins, on Bear [Beard's] Island, was burned on the 7th instant by a party of rebels.

On the 8th about fifty of the enemy visited Hutchinson's Island during the day. I sent Acting Masters Billings and Hawkins, with an armed force up Horn Creek, with orders to circumnavigate the island and join me in the Ashepoo, up which latter river I proceeded with the *Wild Cat*, Boatswain Downs and Midshipman Terry, hoping to be able to cut off the retreat of the enemy. Owing to the unobstructed view of the river for miles over the flat marshes, they doubtless saw us approaching and left in good time, though we could not have been very far from them, as we found portions of their dinner and a few minor articles at the landing place, while the dripping bucket and wet ground around the well, proved it had been used but very recently.

This party, calling themselves the rangers, conversed freely with the negroes, telling them that they should continue to come down and carry off the crops as fast as they become fit for use. They took off a large number of chickens and a few hogs. I have been twice up the Ashepoo

since then, within sight of Fort Chapman. Unfortunately, I can only go up the river when the tides serve so as to enable me to return before dark, and without the risk of exposing the men to the malaria of the night, which, under the circumstances, I do not feel authorized to do. I would respectfully request that I may be allowed to take the steamer that brings the provisions to this ship a few miles up the river. Even if she is unarmed, the moral effect of her presence would be exceedingly beneficial; it would detain her but a few hours. If too, sir, it could be so arranged that the *Planter*, or any other small steamer passing through these waters, could be placed at my disposition for only a very short time, just long enough to show her in sight of Fort Chapman, I am very sure we should hear no more of these visits to the cornfields and poultry yards of the negroes.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 9, 1862.

SIR: You will proceed with the bark *Fernandina* under your command off Charleston and report to Commander Marchand, of the *James Adger*, or senior officer, for blockading service.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master ED. MOSES,
Commanding U. S. Bark Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, for a reconnoissance of Ossabaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., July 9, 1862.

SIR: I desire a reconnoissance made of Ossabaw Sound, coast of Georgia. I believe it may be used as an exit from Savannah by small vessels through Romerly Marshes, and one schooner, it is thought, has entered not long since.

I learn there is a fort up the Ogeechee, and the *Darlington* saw some two small steamers in that direction recently.

You can feel this fort with your long-range guns and destroy it if you can, but as there is no military operation involved this must be done with sound discretion and without unnecessary loss.

I recommend your going in by way of Sapelo. You will take the *Potomska*, Lieutenant Commanding Watmough. I have sent orders to this effect to Commander Goldsborough, but they have not reached

him. You will be accompanied by the *Unadilla* from here and will avail yourself of Mr. Godfrey, the master of the *Darlington*, as pilot; but I wish the *Darlington*, as soon as you can spare him, to proceed to her destination.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander CHAS. STEEDMAN,
U. S. S. Paul Jones, Port Royal.

Report of Lieutenant Conroy, U. S. Navy, commanding U. S. bark Restless, of the capture of a large canoe, July 8, 1862.

ON BOARD U. S. BARK RESTLESS,
Bull's Bay Channel, July 9, 1862.

SIR: I have the honor to report to you that yesterday afternoon we captured a large canoe, 30 feet long, and fitted for pulling nine oars. She has been used in Charleston for some months back as the gig of General Ripley, and was sent down loaded with soldiers and men to assist the steamer that we captured on the 7th. They will have to find some other conveyance to get back, as we have cheated them out of their gig.

We are very anxiously looking out for the other two steamers, announced by the crew of the *Emilie* as being ready to leave Nassau.

I am, sir, very respectfully, your obedient servant to command,

EDWARD CONROY,
[Lieutenant, Commanding.]

Commander J. B. MARCHAND,
Senior Officer in Command of Blockdg. Squadron off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Rodgers, U. S. Navy, commanding U. S. S. Wabash, to proceed to Philadelphia.

FLAGSHIP WABASH,
Off Charleston, July 10, 1862.

SIR: The crew of this ship have never been on liberty since they were enlisted, extending back now to a year from last March and April.

They have borne this privation with patriotic devotion and without the slightest complaint, and although I can ill spare the *Wabash*, on public grounds, and whilst it is a matter of great personal inconvenience to me to shift my flag, still I have determined to send her to Philadelphia that her men may have a few days' recreation.

You will therefore proceed with her to that port, reporting your arrival to the commandant of the naval station and by letter through him to the Navy Department.

Of course, once there, all orders for your return must emanate from higher authority. You are aware how necessary this ship is to me as a base of operations, and at a moment, too, when I have just learned the military force is to be reduced on this coast. I have asked the Department to dispatch her without fail from 1st to 5th of August,

and I am quite sure you will have everything ready to accomplish this if the order be given by the Department.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander C. R. P. RODGERS,
U. S. S. Wabash.

*Abstract log of the U. S. S. Paul Jones, Commander Steedman,
U. S. Navy, commanding, July 10-21, 1862.*

July 10, 1862.—At 4:50 a. m. got underway and stood up Coosaw River; no batteries discovered. At 5 a. m. the *Unadilla* got underway and followed us up. At 6 went to quarters and fired on the right bank of Coosaw River. From 8 to 12 meridian, lying off Port Royal Ferry to cover reconnoissance of land forces, the *Unadilla* at anchor abreast of the Causeway. During watch fired three shell from No. 1 pivot gun. At 5 p. m. made general signal up anchor and steamed up the Coosaw River toward Broad River, *Unadilla* in company. Fired at the starboard bank three 5-second and one 15-second shell from XI-inch, three Hotchkiss shell from 50-pounder rifle (starboard), two 15-second shell and one grape from IX-inch (starboard), two 5-second shell from Parrott rifle. From 6 to 8 p. m., running down the Coosaw and Broad rivers. At 7:20 communicated with the *Unadilla*. At 10 p. m. anchored in Port Royal. First and second cutters under charge of Acting Master Ormond transported troops to the mainland.

July 12.—At 6:50 a. m. hove up anchor and proceeded slowly down the harbor. At 8 a. m. steamed ahead strong. From 8 to noon, running down the coast toward Wassaw Sound. At 11:15 a. m. made general signal 139 and anchored in 7 fathoms water, mouth of Wassaw Sound being N. W. $\frac{1}{4}$ W. At 12:50 p. m. got underway and stood down the coast toward Ossabaw Sound. At 1:40 saw a sail inside Ossabaw Sound. Made our number and stopped the engine. At 2:20 ran in for buoy at entrance of Ossabaw Sound. At 2:30 stopped again and then stood off and on before the entrance of Ossabaw Sound. At 3 made general signal. At 3:25 fired port howitzer to attract attention to our signal. At 3:35 started again and stood down the coast, running S. S. W. 12 knots. From 4 to 6 p. m., running down the coast toward Sapelo Sound. At 5 hauled off on account of water shoaling. At 5:30 shaped course for St. Simon's, the mouth of Sapelo, north [point], N. W. by W. $\frac{1}{2}$ W. At 5:45 sighted Sapelo light. At 5:55 Wolf Island beacon light sighted. At 6:20 Sapelo light-house bore by compass W. $\frac{1}{4}$ N., distant 5 miles, Wolf Island beacon bearing W. $\frac{1}{2}$ S., distant 7 miles, point off Hampton River bearing S. S. W., distant 9 miles.

July 13.—From 4 to 8 a. m. lying at anchor in St. Simon's Sound. At 8:45 hove up the anchor and steamed ahead slow; sighted the land at 9:20. At 10 came to anchor off the buoy at entrance of St. Simon's Sound. At 12:30 p. m. sent a boat into St. Simon's Sound to communicate. At 5:50 discovered a strange steamer standing out to us from St. Simon's Sound. At 6:30 exchanged numbers with the U. S. S. *Madgie*. At 6:35 the *Madgie* made a signal which we could not

make out. At 6:45 got underway. First cutter returned with a pilot, having been towed out by the *Madgie*. Steamed in for our anchorage. At 7:40 anchored in St. Simon's Sound, near the U. S. S. *Florida*.

July 14.—Meridian to 4 p. m.: Nothing of note these four hours. Launch went ashore to the deserted batteries and procured some lumber.

July 16.—Exercised No. 2 pivot and No. 1 broadside guns.

July 19.—At 1:30 a. m. weather cleared up; hove up anchor and steamed out of the harbor. From 6 to 8 p. m. steaming up the coast toward St. Simon's Sound. At 7:40 passed the outer buoy and steamed in for the anchorage. At 8:45 anchored.

July 21.—At 4:45 a. m. hove short and stood out to sea. At 11:10 a. m. south end of St. Catherine's bore W., distant 6 miles. At 1:45 saw the *Unadilla* at anchor in Ossabaw. Sighted two vessels at anchor in Wassaw Sound. At 4:50 p. m. anchored in Port Royal Harbor.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed to New York for repairs.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 12, 1862.

SIR: The survey, of which a copy is enclosed to you, on the leak of the *Norwich*, together with your own report and experience of her, satisfy me that she can not be repaired on this station.

You will therefore proceed with her to New York and report your arrival to Flag-Officer Paulding, and through him to the honorable Secretary of the Navy. You will go into Stono on your way and report to Commander Drayton, to whom you will show these orders, and transfer the crew of the *Norwich* to the *Ottawa*, receiving on board from the latter vessel all whose terms of service expire on or before the 15th of September.

In making these transfers you will be particular as to accounts, descriptive lists, etc., and that the men are not transferred as petty officers, but as seamen, or on their original rates. You will give Lieutenant Commanding Creighton such information as would be desirable in reference to the character of your men for preferment or their retention in their present rates on board your ship.

You are aware how many steamers in this squadron are breaking down from constant use and how pressed I am to carry on its duties. I am sure you will do all in your power to accelerate the repairs at the yard.

It gives me pleasure to state that since your arrival on this station last January you have shown a ready zeal to perform all the duties assigned you, and I shall be pleased to have you return to the squadron in the least possible time.

Respectfully, etc.,

S. F. DU PONT.
Flag-Officer.

Lieutenant Commanding J. [M.] DUNCAN.
U. S. S. Norwich.

P. S.—You will, after leaving Stono, proceed off Charleston and report to the senior officer there.

S. F. DU P.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla, to proceed to Ossabaw to join the expedition up the Ogeechee River, Georgia.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 12, 1862.

SIR: You will proceed to Ossabaw and join Commander Steedman in the expedition up the Ogeechee.

Mr. Rufus Murphy, a refugee sent up by Captain Parrott, represents himself as familiar with the waters from Brunswick to Savannah and calls himself a pilot. Captain Parrott is favorably impressed.

Please send and get him and try him.

Respectfully, etc.

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding COLLINS,
U. S. S. Unadilla, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Baker, U. S. Navy, commanding U. S. yacht America, to proceed to North Edisto River as bearer of mails to vessels, etc.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 13, 1862.

SIR: You will please proceed with the *America* under your command to North Edisto, delivering the mails for the *Mohawk* and *Planter* and receiving the mails for the *Paul Jones*, sent there from Stono, with which you will return at once to this anchorage.

If, however, the *Paul Jones's* mail is not at North Edisto, in place of returning here you will proceed to Charleston and report to Commander Parrott, of the *Augusta*, to relieve the *Blunt* in blockading duty, the *Blunt* to be sent to this port.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master J. BAKER,
Commanding U. S. Yacht America.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Parrott, regarding U. S. steamers Crusader and Seneca.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 13, 1862.

SIR: I send you the *Crusader*, Lieutenant Commanding Rhind, for blockade, to relieve the *Seneca*. You will please send the latter vessel at once to this anchorage for repairs, etc.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander E. G. PARROTT,
U. S. S. Augusta, Senior Officer off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, to proceed off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 13, 1862.

SIR: The necessities of the blockade off Charleston compel me to relieve you for the present from the charge of the waters of North Edisto.

You will please proceed, therefore, to Charleston and report for blockading duty to Commander Parrott, of the *Augusta*, the senior officer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. *Crusader*, Port Royal.

Report of Acting Volunteer Lieutenant Trundy, U. S. Navy, commanding U. S. bark Roebuck, of his arrival at Brooklyn navy yard for repairs.

NAVY YARD, BROOKLYN, July 15, 1862.

SIR: I have the honor to report the arrival of the U. S. bark *Roebuck* under my command at this station at 9:30 a. m. this day, from Port Royal, for necessary repairs, as per order of Commodore S. F. Du Pont, flag-officer of South Atlantic Blockading Squadron.

Awaiting the orders of the Department, I remain, most respectfully, your obedient servant,

G. A. TRUNDY,
Acting Volunteer Lieutenant, Comdg. U. S. Bark *Roebuck*.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to the commandant navy yard, Boston, urging dispatch in the preparation of vessels for the South Atlantic Squadron.

NAVY DEPARTMENT, July 15, 1862.

SIR: I transmit herewith an order for the *Housatonic* and *Canandaigua* to proceed to Port Royal, S. C., the moment they are ready for sea. Your last weekly report states that they will be ready by the 25th of this month. The Department desires you to press forward the work on them. It is important that they should sail before the 25th, if possible, as Flag-Officer Du Pont's force has been much diminished by the necessary return of vessels for repairs.

I am, respectfully, etc.,

GIDEON WELLES.

Commandant Navy Yard, Boston, Mass.

[Enclosure.]

NAVY DEPARTMENT, *July 15, 1862.*

SIR: The moment the U. S. steam sloop *Housatonic*, to the command of which you have been appointed, is ready for sea, proceed with her to Port Royal and report to Flag-Officer S. F. Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander WM. ROGERS TAYLOR,

Appointed to Command U. S. S. Housatonic, Boston.

[Similar order to Commander Jos. F. Green, commanding U. S. steam sloop *Canandaigua*, Boston.]

Order of the Secretary of the Navy to Commander Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, *July 15, 1862.*

SIR: After you shall have carried out the sealed instructions sent to you on the 11th instant, proceed to Port Royal, S. C., and report to Flag-Officer Samuel F. Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander GUERT GANSEVOORT,

Commanding U. S. Steam Sloop Adirondack, New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Truxtun, U. S. Navy, for a thorough reconnoissance near Hutchinson's Islands, South Carolina.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 15, 1862.

SIR: I have received your last communication, referring to the inroads of the rebels on Hutchinson's Islands, etc. I send you the *Hale*, a light-draft steamer, to enable you to scour the waters in your vicinity and, if possible, to capture these marauders.

As soon as you have accomplished these reconnoissances I wish you to send the *Hale* back to this anchorage.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding W. T. TRUXTUN,

U. S. Ship Dale, St. Helena Sound.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, regarding measures for the protection of contrabands on North Island, South Carolina.

U. S. BARK GEM OF THE SEA,

Winyah Bay, near Georgetown Light-House, July 15, 1862.

SIR: I have the honor to report to you that on the morning of the 13th instant I received information from Mr. Denny, who made his escape from Georgetown with his wife on the night of the 12th instant,

that there are 500 troops at Georgetown, consisting of cavalry, infantry, and artillery, who intend crossing over in boats from Georgetown to Polley's [Pawley's] Island and from thence to the north end of North Island, with the intention of destroying the contrabands that we have on the south end of North Island, which number about 700 men, women, and children.

I deemed it advisable to immediately get my vessel underway and take her into Winyah Bay, where I am now lying, for their protection. In coming in I did not find less than 14 feet of water on the bar. I think we have force enough to protect the contrabands and also to look out for the blockading service, as we have a small tug, which Captain Prentiss captured up the Santee River, which we now use for the purpose of running down to the mouth of the North and South Santee to see that no vessels get in or out. The contrabands are very destitute of clothing and food, and if it is possible, to have them removed to a place of greater safety I should think it advisable.

I received from Mr. Uptegrove, the pilot, whose family is in Georgetown, that they are treated in a most gross and insulting manner by the rebels, and if possible he would like to get them away from there. Please find enclosed Captain Gregory's report of vessels lying above Georgetown, and also one from an unknown person in Georgetown, of vessels that have run the blockade and others which will attempt it. I send you a package of Charleston papers with this report.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Commodore S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

[Enclosures.]

Vessels above Georgetown.

Steamer *Nina*; side-wheel; capacity, 300 tierces rice.

— *Weenee*; 55 feet long; side-wheel; 50 tons.

Schooner —; tonnage, 150 tons; name, *Orah Peck*.

Steamer *General Ripley*; up Pedee River; about 175 tons; side-wheel.

Average number of troops, 500, one company artillery included; three fieldpieces, all 6-pounders.

On board the *Western World*, 39 tierces clean rice.

On shore, 15 tierces clean rice.

By information, said to be about 1,000 tierces of clean rice about Georgetown, near the river; 700 negroes on North Island.

Respectfully,

SAML. B. GREGORY,

Acting Master, Commanding.

[Acting Volunteer] Lieutenant Commanding I. B. BAXTER.

Steamer *Nashville* is in the Ogeechee River, below Savannah, with arms.

Three English steamers in Charleston, late arrivals from England, with arms.

The steamer *Seabrook*, lately captured in Bull's Bay, is commanded by Dan Vincent, from Charleston. This is the third time that he has been captured.

The above note was forwarded to me by Mr. Denny, of Georgetown, who is on board with his wife, having left in a boat with part of his things. David Risley is the gentleman forwarding the note and papers.

Respectfully, your obedient servant,

SAML. B. GREGORY.

Letter from Major General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, requesting that he assume control of the quarantine station in Port Royal Harbor, S. C.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., July 16, 1862.

COMMODORE: Not being acquainted with the regulations necessary to establish a thorough quarantine for vessels arriving at this port, I have to throw myself on your knowledge for assistance, and to request that you will assume control of the quarantine station in this harbor.

Instructions will be given to all the pilots, quartermasters, and harbor employes to carry out any orders you may issue on the subject, in order to relieve you of trouble in the affair as much as possible.

With the highest esteem, yours, very obediently,

D. HUNTER,
Major-General.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal Harbor.

Order of Commander Drayton, U. S. Navy, senior officer in Stono River, to Lieutenant Bankhead, U. S. Navy, to assume temporary command in those waters.

U. S. S. PAWNEE,
Stono River, July 16, 1862.

SIR: As I am obliged to go to Port Royal for a few days, in the meantime you will take charge of the vessels here, keeping up the blockade and preventing as much as possible the reoccupation of the enemy's positions at Old Battery or on Cole's Island. Unless this should be attempted, or a disposition be exhibited to disturb you in your present position, I would recommend you not to open fire.

During the night at least I should keep two vessels off Old Battery; in the day one of them might perhaps be well employed in looking out for the *Massachusetts* or other vessels that may desire to communicate outside.

Very respectfully, your obedient servant,

P. DRAYTON,
Senior Officer.

Lieutenant Commanding BANKHEAD,
Gunboat Pembina, Stono River.

Report of Commander Goldsborough, U. S. Navy, commanding U. S. S. Florida, regarding general affairs in St. Simon's Sound, Georgia.

U. S. S. FLORIDA,
St. Simon's Sound, July 16, 1862.

FLAG-OFFICER: I deem it proper to inform you that our colony on the island of St. Simon's has increased so largely (over thirty having been added since my arrival, and more coming daily) that I have every reason to believe it is beginning to excite the serious attention of the rebel authorities of this State. Their seacoast guards have been increased, their pickets multiplied on the mainland, and notwithstanding the vessels under my command are judiciously stationed, yet, being extended over such a distance, they are far out of sight of each other; and in order to give proper security to the island and to the contrabands, to whom we are in a measure committed, and to prevent a landing by the rebels under cover of a dark night, I strongly recommend that military possession be at once taken and a force of one or two hundred soldiers or marines landed.

The accompanying report of Acting Lieutenant Commanding Watmough, recently addressed to me, evinces at least that the knowledge of the existence of a large colony of fugitive negroes on the island has attracted the serious consideration of their owners and possibly with an idea of soliciting military assistance for their recapture.

The last of the coal by the *Millard Fillmore* has been taken. I trust you will send us more at once, together with the supplies asked for according to the requisitions of the different vessels, which are much needed. I have been compelled to supply the *Potomska*, *Wamsutta*, and *Madgie* with provisions from this ship in order to keep those vessels at their stations.

I beg leave to mention the good work done by Mr. Ziegler and other engineers of this ship to the machinery of the *Madgie*. They were employed on board of her two weeks, working night and day, and Mr. Ziegler, my chief engineer, informs me that her engine is now in better order than when she sailed from New York. This opinion is confirmed by her captain and engineers.

I have anticipated your orders in a measure by directing the *Potomska* to keep an eye on Ossabaw. She is now permanently stationed at that point and her withdrawal from my division leaves Doboy and the Altamaha uncovered. I hope you will send me another vessel as soon as you can. It is important I should have one.

I have to report Captain Godfrey, of the *Darlington*, for trading and speculating with the contrabands of this island, charging the most extravagant prices for all manner of articles, such as hoops, calicoes, trinkets, etc., for women; realizing, or, at least, reaching in many instances over 200 per cent of the real value. I learn that Captain Godfrey has been in this kind of trading business along this coast for many years.

I enclose a list of men whose terms of enlistment will expire during the months of August and September; also a report from the chief engineer of this ship, upon the wretched condition of our boilers and steam chimneys, and for it I ask your serious consideration, adding to that report that it is impossible for us, under the most favorable circumstances, to carry steam sufficient to enable the ship to go more

than 6 knots per hour. Our bottom is very foul, and it has been reported to me that three sheets of copper are off on the port side forward, besides being ragged in many places. I hope you will allow the ship to be docked and her boilers and steam chimneys put in a condition that we may successfully contend against the storms of the winter months.

The 104 feet of iron pipe sent from New York for our new condenser is much too large and can not be used. Before the apparatus can be put up an entire new set of piping will be required, of smaller dimensions. Requisitions for that purpose will be forwarded as soon as a sketch can be made.

Before closing, I would remark that the last iron arm of my windlass has lately been carried away, rendering the lifting power useless. Not having the means to repair it on board ship, a new one will be required. In the meantime I have substituted the deck tackle.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Commander.

Flag-Officer S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. POTOMSKA,
St. Simon's, July 9, 1862.

SIR: I have the following facts to report in reference to a flag of truce that was seen approaching this vessel on the 7th instant whilst at anchor at Sapelo. I ordered a boat to meet it at some distance from the ship, giving the officer orders to notify it to keep off, to demand their business, and, if of a trivial nature, or having any reference to contrabands, to decline any further intercourse. The officer, Mr. Curtis, found the party to consist of a Captain Brelesford, in uniform of a cavalry officer, Messrs. De la Gal and Watson, citizens, the crew composed of soldiers. Captain B. informed Mr. Curtis he had been ordered by his commanding general, Mercer, to escort the gentlemen to the senior officer in command about here; that he was very anxious to converse with the captain of the gunboat as to the means of getting them to that officer, etc. Mr. Curtis finally consented to bring him alone to this vessel in our boat, to which he agreed. Our interview of half an hour was a courteous one. I found from him that the citizens were coming to reclaim fugitives on the ground that they were noncombatants, and this with the sanction of General Mercer. Captain B. seemed aware of the singularity of the affair, and remarked he had told them their mission was a useless one. He wished me to carry them down to you; this I declined. He desired to go down by the inland passage in his boat. I also refused this, and told him if they determined to seek an interview with you they must go down to Brunswick by land, and there take boat and go to your vessel. At the same time I volunteered it as my opinion their mission was a bootless one; that, under the circumstances, all, without distinction of color or condition, who sought and claimed the protection of our Government were received and were at liberty to remain or return, as they desired. He recognized the condition of affairs readily, and admitted, tacitly, its justice. I added that we took no measures to entice parties, and that, excepting such rules of government necessary for their welfare, they were free from constraint.

He showed me his orders, above alluded to, from General Mercer, but in selecting them from a number of letters he gave me the wrong one at first, which I had merely glanced at, when I discovered the mistake and handed it back. He apologized with apparent sincerity at having given me that letter, and declared it was entirely unintentional. The contents of this letter, which was also from General Mercer, related first to a great victory achieved over the "enemy" in front of Richmond. We had been repulsed, our camps, etc., were in their possession, large numbers of prisoners hourly coming in, and that General Lee was in full pursuit of the retreating, defeated enemy. Next came some reference to a personal matter about a commission from Richmond for Captain B. This was its substance. The battles were on the 4th and 5th of this month. Captain B. did not seem disposed to attach full credence to it, remarking that they had had so many rumors he hardly knew what to believe.

This is the substance of our interview. Excuse the length of this report, but I was anxious to give all the material facts.

I am, sir, very respectfully, your obedient servant,

PEN. G. WATMOUGH,
Acting Lieutenant, Commanding.

Commander JNO. R. GOLDSBOROUGH,
Senior in Command of District.

Report of Second Assistant Engineer de Krafft, U. S. Navy, regarding repairs necessary to the machinery of U. S. S. Seneca.

U. S. GUNBOAT SENECA,
Port Royal, S. C., July 17, 1862.

SIR: Upon examination I find the stern bearing and propeller shaft of this vessel to be so much worn, and the shaft settled to such an extent, that I regard the further use of the engine without repairs as likely to lead speedily to the loss of the propeller or other damage of a yet more serious nature.

I respectfully request a survey to determine the condition of the shaft and bearings and what repairs may be necessary.

Very respectfully, your obedient servant,

JAMES W. DE KRAFFT,
Second Assistant Engineer, U. S. Navy.

Lieutenant DANIEL AMMEN,
Commanding U. S. Gunboat Seneca.

[Telegram.]

NAVY DEPARTMENT, *July 17, 1862.*

Proceed with the *Conemaugh* with all dispatch to Port Royal and report to Flag-Officer Du Pont.

GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding REED WERDEN,
Commanding U. S. S. Conemaugh, Portsmouth, N. H.

Report of Lieutenant Upshur, U. S. Navy, commanding U. S. S. Flambeau, of arrival at the Brooklyn navy yard.

U. S. S. FLAMBEAU,
Navy Yard, Brooklyn, July 17, 1862.

SIR: I have the honor to inform you that in obedience to an order from Flag-Officer S. F. Du Pont, I left Port Royal, S. C., on the 13th instant, with this vessel under my command, in tow of the steamer *Vanderbilt*, arriving at Hampton Roads on the 15th instant. There such temporary repairs were made to our machinery as to enable me to reach this port without further assistance. I have reported my arrival to the commandant of the navy yard.

I remain, very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, announcing changes made in the command of vessels in the squadron.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 17, 1862.

SIR: I have received your several interesting communications on the condition of matters generally in St. John's River.

It is my intention, at as early a moment as possible, to relieve you, so that you can return to Port Royal and repair. The *Paul Jones*, Commander Steedman, has joined this squadron, but at present is engaged in making a reconnaissance in the waters of Ossabaw Sound, where the rebels have erected a battery.

When this is finished I will send her to St. John's, where her light draft ($7\frac{1}{2}$ feet) and powerful armament will enable her to hold those waters effectually.

The condition of the *Patroon* and *Uncas*, as referred to in your communication, has determined me to make extensive changes in the officers, in accordance with your suggestions, though in some respects I have deviated from them.

I have ordered Acting Master Gregory to the command of the *Patroon*; detached Acting Master Lelar and ordered him to the *Sumpster*; have sent to your vessel Acting Master Dockray, of the *Keystone State*; also Acting Master Tarr, of the *Uncas*; detached from the *Isaac Smith* Acting Master Corser and ordered him to the *Patroon*, and detached two of the four acting master's mates of the *Patroon* (whose names will be filled up by you) and ordered them to the *Uncas*.

The schooner *Rainbow* touched at Port Royal, but the master did not report. I approve, certainly, of your taking the lumber, but you are, in my opinion, authorized to seize it as prize. Take as much more of it as you please, and send it north regularly as prize property and not for the use of the Government.

Respectfully, etc.,

S: F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,
Senior Officer, St. John's.

P. S.—Since the above was written I have made some changes. I have detached Acting Master Corser from your ship and ordered him to the *Keystone State* to take passage to Port Royal on the *Massachusetts*. I have detached Acting Master Dickinson from the *Keystone State* and ordered him to the *Patroon* as a pilot for those waters, which you so much require.

S. F. DU P.,
Flag-Officer.

Letter of Flag-Officer Du Pont, U. S. Navy, to Flag-Officer Paulding, U. S. Navy, regarding captured barge.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 18, 1862.

SIR: The *Courier*, which leaves here in a few days, takes to New York the first cutter of the *Savannah*, which was stove while that vessel was aground on the bar when leaving Port Royal. It might soon be repaired at the navy yard. Also the barge belonging to Commodore Tattnall, captured in Wassaw last winter, which I beg your acceptance of as a prize memorial of our quondam friend.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Flag-Officer H. PAULDING,
Commanding U. S. Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, July 18, 1862—3:15 p. m.

Direct Commander Rodgers, of the *Wabash*, to leave for Washington to-night.

GIDEON WELLES.

Commodore G. J. PENDERGRAST,
Commandant Navy Yard, Philadelphia.

Report of Lieutenant Truxtun, U. S. Navy, regarding a reconnoissance in Ashepoo and Combuhee rivers, South Carolina, by the U. S. S. E. B. Hale, July 18-19, 1862.

U. S. SHIP DALE,
St. Helena Sound, S. C., July 20, 1862.

SIR: I have to report that on the 18th instant I proceeded 15 miles up the Ashepoo River in the gunboat *E. B. Hale*, Acting Master Commanding A. T. Snell, till in sight of the earthworks called Fort Chapman, from which a mounted picket was observed to leave in haste. Having been informed by the negroes that a barricade of piles had been driven across the river a short distance below the works, the steamer's rate was reduced to half speed. While looking for the obstructions the vessel suddenly struck on them lightly and passed over with the flood tide. We then anchored abreast the works, which proved to be only a simple line of parapet for infantry defense, about 300 yards long, flanked on either end by projections of a similar nature.

As there was nothing in the works to be destroyed, and feeling anxious to repass the barricade before the tide should fall, we threw a few shell into the dense woods in the rear of the parapet and returned to our former anchorage, passing over the obstructions with but little difficulty and without the slightest damage to the vessel.

On the 19th instant we proceeded 17 miles up the Combahee, a river that heretofore has never been visited by us. At Field's Point, about 13 miles from the ship, we found a strong, well-built, but deserted 4-gun battery, flanked on its left by a rifle pit, at which was stationed a small picket guard; so sudden and unexpected was our appearance that the picket on watch had only time to spring from his hammock and run. We captured the effects of the guard. The magazine of the fort had been filled in with earth and the platforms for the guns burned out.

Passing on about 4 miles farther up the river the steamer grounded at the top of high water, but was got afloat with but very little trouble. We then returned to our present anchorage.

I enclose you a rough sketch* of the positions of the forts, from which you will see that both have to be approached head on, the rivers being very narrow.

Having accomplished the immediate object for which a steamer was so much required, I have directed Acting Master Snell to return to Port Royal, touching at Beaufort to land a number of contrabands.

I am sure, sir, the presence of the [*E. B.*] *Hale* in these waters has been of great benefit and will for some time keep the rebel marauding parties in check. I would respectfully suggest that a light-draft steamer be sent here for a day or two about once a month, that these visits may be repeated as often as possible.

All the guns and ammunition have been removed from Fort Drayton and the position entirely abandoned by the land forces.

Very respectfully, your obedient servant,

W. T. TRUXTON,
Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal, S. C.

Order of the Secretary of the Navy, to the commandant navy yard, New York, urging dispatch in repairing the vessels sent to New York by Flag-Officer Du Pont.

NAVY DEPARTMENT, July 19, 1862.

SIR: It is of the utmost importance that the vessels sent to New York by Flag-Officer Du Pont should be repaired as soon as possible and returned to him. Preference should be given to them, especially to the *Flambeau*, and no more repairs should be put on them than may be actually necessary.

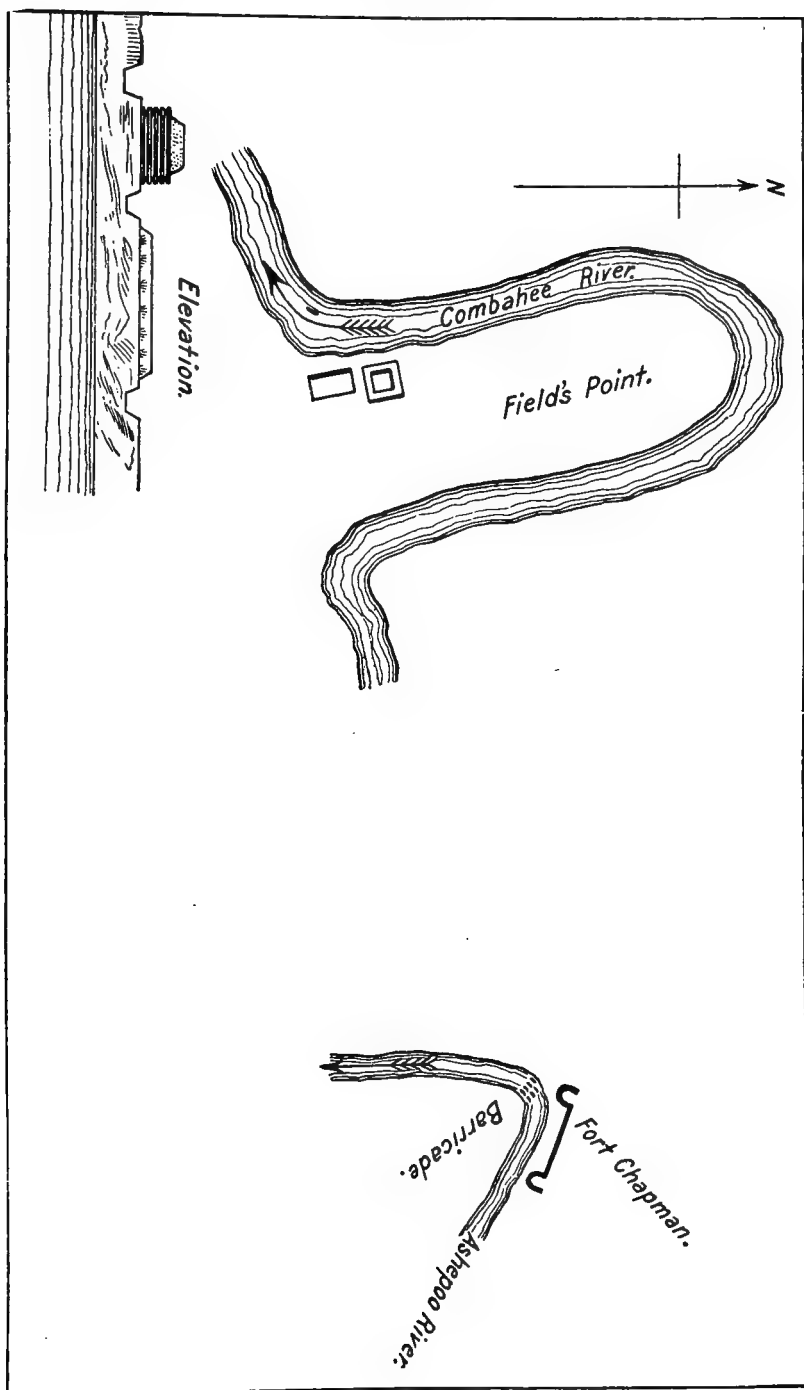
I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore H. PAULDING,
Commandant Navy Yard, New York.

* See next page.

[Enclosure.]



Order of the Secretary of the Navy to Lieutenant Ammen, U. S. Navy, transferring his command from the U. S. S. Seneca to the U. S. S. Sebago.

NAVY DEPARTMENT, July 19, 1862.

SIR: You are hereby detached from the command of the *Seneca* and you will report to Flag-Officer Du Pont for the command of the U. S. steam gunboat *Sebago* upon the arrival of that vessel at Port Royal.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding DANIEL AMMEN, U. S. Navy,
Port Royal, S. C.

[Endorsement.]

SIR: You will assume the above command as soon as Lieutenant Rhind reports.

S. F. DU PONT,
Flag-Officer.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding affairs in the vicinity of Georgetown, S. C., and the destruction of salt works, July 19-21, 1862.

U. S. BARK GEM OF THE SEA,
Winyah Bay, Georgetown, S. C., July 24, 1862.

SIR: I have the honor to report to you that on the 19th instant I proceeded with the steamer *Western World* and the small tug to Georgetown for the purpose of bringing away Mr. Uptegrove's family. I sent the tug with two boats under a flag of truce to the wharf, with the request to the mayor begging that he would deliver up Mr. Uptegrove's family, which request was very affably complied with. After receiving them on board we proceeded down the river to our anchorage in Winyah Bay near the light. Mr. Uptegrove's family were the only persons that wished to leave, as the mayor gave all the inhabitants that wished to leave liberty to do so, as he wished no person there that had any hostile feeling against the Confederacy. In my conversation with the mayor and provost-marshal of the city I found them very bitter against the Union and appeared to be sure of gaining their points.

On the night of the 20th, Mr. Wingate and his wife, who are citizens of South Carolina, made their escape in a small boat from Georgetown, and arrived on board of our vessel the following morning. Mr. Wingate was a member of Ward's artillery, who were stationed at Georgetown. He informs me that a portion of that company were to leave for Polly's [Pawley's] Island, where Ward has his salt works, and that it was the intention of a portion of the troops to cross over on North Island to massacre the contrabands, who are under our protection. He also informs me that a portion of the troops at Georgetown are in a state of mutiny on account of bad treatment and for want of food.

On the 21st instant, after a consultation with Captain Gregory, of the *Western World*, I proceeded with the *Western World* and the small tug up the coast 15 miles to Murray's [Midway] Inlet, which separates Polly's [Pawley's] Island from the mainland, where we found extensive

salt works on the mainland, capable of making from 30 to 40 bushels of salt per day, belonging to John La Bruce, who is a strong secessionist, and Captain Ward, of the artillery, and destroyed them; but while we were in the act of destroying them we were fired on by a party of about twenty-five rebels who were secreted in the wood, and had two of our men wounded. We then drove them back and accomplished our work, after which we returned to our anchorage in Win-yah Bay.

I am, sir, respectfully, your obedient servant,

I. B. BAXTER,

Acting Volunteer Lieutenant, Commanding.

Captain BALCH,

Senior Officer on Board U. S. S. Pocahontas.

[Enclosure.]

U. S. S. WESTERN WORLD, *July 19, 1862.*

SIR: I desire you to deliver up all the Union people in the city of Georgetown who may desire to leave.

We are moved to make this request on learning that many families desiring to leave are in a destitute condition.

I would be pleased to have an interview with you, or any other authorized agent, whereby an amicable arrangement could be made. Safe-conduct will be given.

Respectfully, your obedient servant,

I. B. BAXTER,

Lieutenant, Senior Officer, Commanding.

SAML. B. GREGORY,

Commanding.

The MAYOR OF THE CITY OF GEORGETOWN.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Balch, U. S. Navy, to assume command as senior officer off Georgetown, S. C.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 21, 1862.

SIR: You will please proceed with the *Pocahontas* under your command and assume charge of the blockade of Georgetown, S. C., and the tributary waters as senior officer.

My last advices from there inform me that some 700 contrabands, including women and children, had collected on North Island. It is General Hunter's intention to send a steamer to transport them to Port Royal.

Please protect them until this can be done, and give all the facilities you can toward embarking them.

Please select, on your arrival, 100 of the best of those contrabands to be shipped on their arrival here for the public service. The medical officer should look at them.

In an expedition up the Santee under Commander Prentiss a house belonging to a Mr. Blake, having been used for military purposes, in holding pickets and otherwise, was burned by orders of Commander Prentiss, in accordance with my instructions to the following effect: "The capture of any rebel property, such as cotton and rice is proper.

I would not destroy, however, buildings or houses unless used by the rebels for stationing pickets or any other military purposes, which may be annoying."

I have been informed, however, that property was taken from the house and carried on board some of our vessels by officers and men. This is against all my orders, instructions, and injunctions, and I am pained to learn this deviation from them. Commander Prentiss had gone north before I knew of this circumstance.

You will please enquire into this transaction and cause to be collected every article so taken, in whosoever possession they may be, and, placing them on board the *Western World*, will dispatch her to this port with the hundred contrabands above alluded to.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding BALCH,
U. S. S. Pocahontas.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Hope, to proceed, for the delivery of mails, to Wassaw, Ga.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 21, 1862.

SIR: You will please proceed with the *Hope* under your command to Wassaw, delivering the mails for the vessels there. You will enquire of Commander Strong about Ossabaw, ascertaining from him all the facts about our gunboats there, and on your way down you will stop off that point, and if you can see any of them inside you will enter.

You will then proceed into St. Simon's and thence to Fernandina.

On your return to this port, in the event of your not having communicated with the gunboats at Ossabaw, and if they are in sight from the masthead of your vessel, you will cross the bar.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master J. E. ROCKWELL,
Commanding U. S. Schooner Hope, Port Royal.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, giving reasons for not executing in full the order for a reconnoissance of Ossabaw Sound, Georgia.

U. S. S. PAUL JONES,
At Sea, July 21, 1862.

SIR: I have to report that not finding the steamer *Darlington* at Wassaw, I proceeded down the coast, looking into the harbors of Ossabaw, Sapelo, Doboy, and St. Catherine's. Off Ossabaw I exchanged numbers with the *Potomaska*, Lieutenant-Commander Watmough. Night coming on, I anchored in the neighborhood of St.

Simon's, and early in the morning got underway and stood in for the entrance of the harbor and anchored near the outer buoy.

Not having any pilot or late sailing directions for crossing the bar, I dispatched a boat with an officer to communicate with Commander Goldsborough and learn the whereabouts of the *Darlington*. On the arrival of the boat Commander Goldsborough was kind enough to send the steamer *Madgie*, with Mr. Godfrey on board, to show me the way in. So soon as we anchored I reported to Commander Goldsborough and gave him a copy of my orders.

Mr. Godfrey, it appears, after waiting some two days at Wassaw, had concluded to proceed on to St. Simon's with the *Darlington*, where I found him. Upon consultation with Commander Goldsborough, it was deemed advisable to let Mr. Godfrey continue on to Fernandina with the *Darlington*, and to return with all dispatch, Mr. French promising not to detain her over forty-eight hours.

For some cause, of which I am ignorant, he had not made his appearance up to the morning of my sailing, just one week from the time he left for Fernandina. In consequence of his not arriving and my inability to procure a pilot, I have been unable to carry out your orders, and as I have less than five days' coal on board, I decided upon returning to Port Royal for coal and further instructions. Commander Goldsborough has communicated to you my having proceeded to sea on the 18th, in chase of a small steamer which ran out of Sapelo. Unfortunately, just as I had weighed anchor the first time to get to sea a heavy squall of wind and rain struck the vessel and rendered her completely unmanageable, which obliged me to anchor. The weather then set in thick and obscured all sight of land, and remained so until 2 o'clock in the morning, when, upon its clearing up sufficiently to see my way out, I got underway and proceeded to sea in chase, which was continued at the rate of $10\frac{1}{2}$ knots per hour for some eight hours.

At 10 o'clock, the weather having become extremely thick and rainy, I considered it useless to proceed farther, and returned to St. Simon's. I am satisfied, had I been able to get out the first time I made the attempt, I would have had a very good chance of catching the chase, as, from the description given me by Lieutenant Watmough, she was a vessel somewhat like the *Darlington* and of not much speed.

I am, sir, very respectfully,

CHS. STEEDMAN,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from Flag-Officer Du Pont, U. S. Navy, to Lieutenant Truxtun, U. S. Navy, in regard to his reconnoissance up the Ashepoo and Combahee rivers, South Carolina.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 22, 1862.

SIR: I have received your communication of the 20th instant, detailing your reconnoissance up the Ashepoo and Combahee in the *Hale*, which is most satisfactory.

I had intended originally to let the *Hale* remain under your orders, but I have seven broken-down steamers in the squadron, most of them beyond the power of the machine shop to repair. I will, however, see that you get a steamer of suitable draft occasionally.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding W. T. TRUXTUN,
U. S. Ship Dale, St. Helena Sound.

Report of Flag-Officer Du Pont, U. S. Navy, giving the positions of the vessels under his command on the blockade.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 23, 1862.

SIR: I have the honor to inform the Department of the present positions of the vessels of my squadron, on the blockade:

Off Georgetown, the steamers *Pocahontas* and *Western World* and bark *Gem of the Sea*.

Off Bull's Bay, the U. S. bark *Restless*.

Off Charleston, the steamers *James Adger*, *Augusta*, *Alabama*, *Bienville*, *Sumpter*, *Crusader*, the U. S. ships *Vandalia*, *Onward*, *Shepherd Knapp*, the bark *Fernandina*, and the yacht *America*.

In Stono waters, the steamers *Pawnee*, *Ottawa*, *Pembina*, *Henry Andrew*, and *Ellen*.

In North Edisto, the steamers *Mohawk* and *Planter*.

In St. Helena Sound, the U. S. sloop *Dale*.

In Wassaw Sound, the steamer *Flag* and bark *Braziliera*.

In Ossabaw, the steamers *Unadilla* and *Potomska*.

In St. Simon's, Altamaha, and Sapelo are the steamers *Florida*, *Wamsutta*, *Madge*, and *E. B. Hale*.

At Fernandina, the U. S. steamers *Dawn* and *Darlington*.

In St. John's River, the steamers *Isaac Smith*, *Patroon*, and *Uncas*.

Off Mosquito Inlet, the U. S. S. *South Carolina*.

In Port Royal Harbor, the steamers *Keystone State*, *Huron*, *Seneca*, *Wyandotte*, and the schooner *G. W. Blunt*, all of which, except the one first named, are undergoing repairs.

The *Paul Jones* has just returned here from a reconnoissance in the waters of Ossabaw Sound. She will leave to-morrow for the St. John's to relieve the *Isaac Smith*.

The *Hope* is constantly running up and down the coast as a dispatch vessel.

The tugs *Mercury* and [*O. M.*] *Pettit* are employed in this harbor. The storeship *Courier* goes to New York this week.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, to resume command of the blockade off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 23, 1862.

SIR: You will please proceed as soon as the *James Adger* is ready for service again, and resume the blockade off Charleston and its approaches as senior officer.

I need add nothing to this order, except to invoke a continuance of that earnest zeal which has hitherto marked your efforts in conducting this most difficult service.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. *James Adger*.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the departure for New York of the U. S. storeship Courier.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 24, 1862.

SIR: The U. S. storeship *Courier* leaves to-day for New York. She leaks so badly that the stores on board of her had to be removed and a considerable part of them were condemned by survey.

I have directed Acting Master Cressy, who commands her, to report to the commandant of the naval station, New York, and through him to the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding exchange of certain of the crew of the U. S. S. Wyandotte.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 24, 1862.

SIR: The *Wyandotte* stops off Charleston on her way to New York.

You can take from her landmen and coal heavers, enlisted for three years, to be exchanged for such men whose times have expired or may expire by the 15th August, but no firemen or petty officers are to be taken from the *Wyandotte*.

Whenever coal vessels are discharged off Charleston, leaving only sufficient for ballast, you will please send them into Stono, where the remaining coal will be taken out and the vessels allowed to ballast with sand and clear for the north.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer, Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Snell, U. S. Navy, commanding U. S. S. E. B. Hale, to proceed to St. Simon's Sound for blockade duty.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 24, 1862.

SIR: You will proceed with the *E. B. Hale* under your command to St. Simon's and report for blockading duty to Commander Goldsborough.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master A. T. SNELL,
Commanding U. S. S. *E. B. Hale*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, regarding the station of the U. S. S. E. B. Hale.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 24, 1862.

SIR: I send you the *Hale*, Acting Master Snell commanding, for blockading duty.

I had intended her for St. Andrew's Sound, but the *Potomska* ought to be relieved if possible. Use your best judgment, however, on this point, and if you can spare the *Potomska* let the *Hale* take her place.

As soon as the *Sumpter* is repaired I will send her to relieve the *Hale*, which can then be stationed in St. Andrew's.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
Senior Officer, St. Simon's.

Report of Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, detailing his movements under orders of July 21, 1862.

U. S. S. POCAHONTAS,
Georgetown Harbor, S. C., July 24, 1862.

SIR: I have the honor to report that I sailed from Port Royal in obedience to your order of the 21st instant, and that on the morning of the 22d instant I landed the mails for Stono and 4 barrels of whisky for the *Ottawa* and *Ellen*, and arrived off Charleston that morning, delivering the mails for that division of the fleet. On opening his dispatches Commander Parrott found one in which I was named as a member for the survey of the U. S. S. *Augusta*. This detained me some hours, and it was not until yesterday morning that I anchored off the Georgetown Bar, where we remained till late in the afternoon, waiting for high water.

The *Western World*, Captain Gregory, came out with pilots, but I preferred a regular pilot, Mr. Uptegrove, who came out in the pilot boat, and who went on board and brought this ship in safely. I took

the pilot boat at once, and, with Dr. Rhoades, came in, hoping to expedite matters somewhat, especially as the *De Ford* was outside waiting for water to cross the bar.

Captain Baxter, in the readiest manner, accompanied me on shore, where we had a gathering of the contrabands, and Dr. Rhoades proceeded to select such as were fit for the general service, in obedience to your order of the 21st instant. He has selected some ninety, who will be sent by the *Western World*, which I shall dispatch to-morrow afternoon.

I have authorized Captain Gregory to transfer to the *De Ford* 21 hogsheads of rice, thinking it might be useful in subsisting the contrabands, and, as a further reason, I feared, should the *Western World* have heavy weather going down the coast, she would labor less.

By the *Western World* I will write in detail and carry out your further instructions.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding.

Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Parrott, U. S. Navy, regarding affairs off Charleston Harbor and the escape of blockade runner July 24, 1862.

U. S. S. AUGUSTA,
Off Charleston, S. C., July 24, 1862.

SIR: I have the honor to report that H. B. M. S. *Racer* arrived here on the evening of the 20th instant. She had been seen at dusk in the offing, but not made out. As she approached our line, we being under-way, fired a gun to bring her to. She sailed the next day, going to the northward, after having communicated with Charleston.

On the 22d instant the French man-of-war steamer *Renardin* arrived. The next day, at high water, she went into the port of Charleston, having informed me of your permission to do so, of which I had also been notified by you. She still remains inside.

I regret to state that a rather large three-masted propeller succeeded in running the blockade this morning.

A steamer, whether the same one or not I do not know, was seen about midnight inside the *America*, then stationed between the Rattlesnake Shoal and Dewees Inlet, going slowly. The *America* fired three shots at her, when she quickened her speed and was soon out of sight, passing to the northward of the Rattlesnake, as the commander of the *America* thinks, but is not sure. We chased her for some time, the wind being very light, and then anchored, on account of the shoalness of the water.

The guns were heard by the vessel at the northern end of the line, which put her on the lookout.

At daylight, we being about a mile and a half northeast of the bell buoy of the main Ship Channel, saw the steamer standing in, as appeared to us, by Maffitt's Channel. On board some of the vessels it is thought she went in by the South Channel.

Immediately after this occurrence the arrival of the *James Adger* relieved me as senior officer.

She hoisted what appeared to be English colors.

I am, respectfully, your obedient servant,

E. G. PARROTT,
Commander and Senior Officer Present.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Drayton, U. S. Navy, commanding U. S. S. Pawnee, regarding general situation at Stono, South Carolina.

U. S. S. PAWNEE,
Stono [River], July 24, 1862.

SIR: Everything so far remains quiet here, and I can see no signs of any intended movement toward the river. The *Pembina* was delayed in joining the outside squadron until the 22d, owing, first, to a desire of the captain to examine the bearing of the propeller, which was then found to require repairs, and also to a detention at the bar, owing to the roughness of the sea. As you will see, however, everything was to be right at last, and I hope she will assist to stop the *Memphis*. If the *Andrew* can not come back—and I suppose she will be so much in demand that this is little likely—if any of the pilot boats are disposable, I should like to have her as a lookout toward the bar. When having such a stretch of water to look out for it is not always possible to have a vessel, although it is of some importance. Anything not drawing over 10 feet I can get in and out pretty well, when the bar is smooth, and with any small vessel at command I could [make] you acquainted with what is going on here. I send by the *Andrew*, Barfield Powers, Twenty-first Regiment South Carolina, captured at Folly Island by a boat from the *Andrew*; also a young Englishman, escaped from Charleston, and eight contrabands; also a sick sailor, whom the surgeon thinks should go to the *Vermont*, if you will give the order. The *Massachusetts* passed to-day with Surgeon Gunnell in place of her own surgeon, who came to me.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Commander Drayton, U. S. Navy, to Acting Master Harris, U. S. Navy, commanding U. S. S. Henry Andrew, to proceed to Port Royal, S. C.

U. S. S. PAWNEE,
Stono, July 24, 1862.

SIR: You will proceed to Port Royal without delay and report your vessel to Flag-Officer S. F. Du Pont. You will also take on board as

supernumeraries, subject to his order, 1 Confederate soldier, 1 English refugee, and 8 contrabands.

Very respectfully,

P. DRAYTON,
Senior Officer.

Master T. A. HARRIS,
[U. S. S.] *Henry Andrew*.

Report of Commander Strong, U. S. Navy, regarding the movement of Confederate vessels in the vicinity of Savannah, Ga.

U. S. S. FLAG,
Wassaw Sound, Georgia, July 24, 1862.

SIR: Yesterday afternoon there was a steamer, answering the description of the *Darlington*, came out from Ossabaw; being under the impression that she was there, and that the *Unadilla* was also there, I paid no attention to her; she steamed off to the southward.

To-day the *Unadilla* came in here to inform me that there was a large steamer at the railroad station, loading. I mentioned to Lieutenant Commanding Collins that I had seen the *Darlington* going out. He then told me that it could not be, as she was down the coast, but that it must have been a rebel steamer, and that he had been away all day down to St. Catherine's. That of course I knew nothing about. Had I known that he had left his station I could have taken the steamer, as she was evidently slow; probably the steamer *Kate*.

There are two steamers that come down back of Wilmington Island every day; we can only see the smoke of the steamers; they appear to be on the Little Tybee [Creek] and Wilmington rivers. A steamer of light draft, and manageable like the *Paul Jones*, could intercept and take them. Of course I know nothing of their force, and one of them may be the ironclad steamer that I understand is now completed, but I should presume she would not be there.

It may be that they are stopping up that channel or building a fort, as the steamers come down at almost every high tide and return in the direction of Savannah before half ebb tide. The steamer that left Ossabaw yesterday was burning hard coal.

Very respectfully, etc., your most obedient servant,
J. H. STRONG,
Commander.

SAML. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the impaired condition of the U. S. S. Wyandotte.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 25, 1862.

SIR: The *Wyandotte* sails to-day for New York. She is so disabled that with all the facilities at our command she can not be put in order for any purpose whatever, either for inside or outside blockade service.

It will be for the Department to determine whether she is worth repairing.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, for a reconnoissance in Ogeechee River, after which to proceed to St. John's River and assume command of those waters.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 25, 1862.

SIR: You will please proceed with the *Paul Jones* under your command to Ossabaw, where the *Unadilla* now is.

Enclosed you will find memoranda of information given to Lieutenant Commanding Collins by a contraband, corroborating previous information in reference to a steamer being in the Ogeechee. Of course you can appreciate the necessity of not permitting this vessel to escape.

With the *Unadilla* and *Wamsutta* and *Huron*, in case she can join you in time, I desire you to make a reconnoissance in force, and if you are satisfied that you can destroy or silence the fort without too much risk of life I wish you to do so. In case you pass the fort you will continue to the railroad and destroy or capture the steamer.

When you have completed this reconnoissance you will please proceed to the St. John's River and relieve Lieutenant Commanding Nicholson in the command of those waters.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander C. STEEDMAN,

U. S. S. Paul Jones, Port Royal.

Report of Lieutenant Balch, U. S. Navy, senior officer off Georgetown, S. C., regarding general matters pertaining to his command.

U. S. S. POCAHONTAS,

Georgetown Harbor, S. C., July 25, 1862.

SIR: I have the honor to report that I send, by the U. S. S. *Western World*, the contrabands ordered by you to be selected for the public service, a list of whom will be furnished by Acting Master Gregory. They were selected by Dr. Rhoades, of this ship.

By the *De Ford* I advised you that I had authorized Acting Master Gregory to transfer from the *Western World* 21 hogsheads of rice, thinking it might be useful in subsisting the contrabands taken by the *De Ford*. A receipt for 25 casks of rice from the purser of that ship is herewith enclosed, and I take this occasion to state that I have now on hand some 14 casks on shore subject to your order.

I have retained some few contrabands, some of whom have been sick and some few others to look out for matters on shore as also to do picket duty on North Island. I do not, however, apprehend an attack, as Captain Baxter informs me he is of opinion that the lesson

they received at Ward's salt works a few days since will keep them quiet.

Some guns were heard this afternoon in the direction of Georgetown, and if nothing prevents I intend soon to go up Winyah Bay and destroy some fortifications, on which, though there are no guns mounted, riflemen are in the habit of firing at escaping contrabands.

There are now at this place some fifteen or twenty refugees, and I should be pleased to receive instructions from you in regard to their subsistence. Some of them are very destitute, and in view of this I requested Acting Master Gregory to furnish some old clothing and some bedding, which he had on board the *Western World* and could be of no use to the contrabands on board; but which would very materially benefit these poor people. A similar disposition of old clothing was made by Captain Baxter, who reported the fact to me, and I venture to hope for your approval. Mr. and Mrs. Denny will take passage in the *Western World*, and I have directed Captain Gregory to learn your wishes in regard to them.

The duty imposed upon me by your order of the 21st instant has been performed, and the reports of the commanders of the *Gem of the Sea* and *Western World* are herewith sent. My course of proceeding was to furnish Captains Baxter and Gregory with extracts of your instructions to me, in regard to the property taken from Mr. Blake's plantation by officers and men, and to request that your wishes in that respect should be carried out by the restoration of every article in whosoever possession it might be. I have great pleasure in testifying to the prompt and manly course that both of these officers took in the matter; their reports are herewith sent, and which you will perceive explain the transaction in a very clear manner so far as their own vessels were concerned.

I have been informed by Captains Baxter and Gregory that all the articles taken from Mr. Blake's plantation were placed on board the *Western World* by order of Commander George A. Prentiss, commanding the U. S. S. *Albatross*, which circumstance rendered my performance of the duty imposed by your order of the 21st instant very easy.

I beg leave to add my testimony to the zeal and energy of Captains Baxter and Gregory since my arrival at this port. They have been indefatigable in aiding in every way in the embarkation of nearly 1,700 contrabands, and I deem it but justice to call the attention of this fact to the notice of the commander in chief.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Lieutenant, Comdg. Pocahontas, and Senior Officer Present.

Admiral S. F. Du PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant Balch, U. S. Navy, regarding affairs in vicinity of Georgetown, S. C., and reconnoissance in Waccamaw River, South Carolina, by the U. S. S. Pocahontas, July 25-August 9, 1862.

U. S. S. POCAHONTAS,

Georgetown Harbor, S. C., August 9, 1862.

SIR: Since my letter of the 25th ultimo, by the *Western World*, I have nothing of much interest to report. Everything is quiet in this vicinity.

On the 29th July I went up the Waccamaw River in this vessel some 21 miles above Georgetown on a reconnoissance, meeting with no difficulty either from the enemy or in the navigation of the river. I took Mr. John E. Uptegrove as pilot, and cheerfully testify to his skill and judgment. We anchored in the afternoon very near a plantation called Laurel Hill, belonging to a Colonel Jordan, who was represented to be then at his seaside residence. Laurel Hill being situated on a high bluff, and learning that there were four pieces of artillery and a company of soldiers only 4 miles distant, I deemed it prudent to go a little higher up the river, that I might not have my decks swept by the enemy, should he have the energy to attack me where I could do him but little harm. We anchored 500 yards farther up the river and opposite the residence of a Dr. McGill, a violent secessionist, who has two sons in the rebel Army. During the afternoon he left for his seaside residence, I was told by some of his negroes, who came off and begged to be received on board. These, to the number of twenty-eight, I received on board, and they all concurred in representing Dr. McGill as a most unkind master, they having had but little to eat and not clothing sufficient. We remained at anchor during the night, taking every precaution against riflemen from the banks of the river, distant only about 20 yards, as I learned that the doctor had sent for the soldiers, who arrived in the afternoon, and if I had believed implicitly the story of the contrabands I should have thrown a X-inch shell into the doctor's house. They made no hostile demonstration if they were in our vicinity.

The plantations along the banks of the Waccamaw are devoted to the culture of rice, but I saw little of that article during our reconnoissance, though I believe, from information received, that, with a light-draft steamer, I might secure a considerable quantity of rice; and in this connection I deem it proper to state that if measures were taken to destroy the incoming crop it would tend very greatly to weaken the enemy; this being their great staple, and on which they depend for the support of their troops, its destruction could not but embarrass the rebels in a very great degree. I make this suggestion that you may, if worthy of it, take it into consideration.

On the morning of the 30th I got underway and proceeded down the Waccamaw, anchoring off Georgetown, hoping that I might, through some of the Union people of that place, get some information of importance. But nothing came off, and I proceeded down the river, and on the morning of the 31st anchored off this place. The contrabands were landed, and I hold now some sixty, subject to your orders.

I have had the tug put in order and find her useful, and have detailed one of our firemen to take charge of her.

I have had to haul the fires under the boilers of this ship on our arrival to stop leaks, and on the 5th we had to haul the fires under the starboard boiler for the same purpose, and we have now a leak, but I hope it will not gain on us much, and I beg to add that our provisions will only last to the 1st September. I am issuing half rations to the negroes, with rice ad libitum, and corn on alternate weeks to the contrabands with the *Gem of the Sea*. I respectfully ask instructions in relation to the expenditures of rations in this manner.

And I also respectfully ask for instructions in regard to the pilot, Mr. John E. Uptegrove, who has been serving in that capacity for some time. He has no appointment, nor is he borne on the books of

any vessel in the squadron. He received \$20 from the *Albatross*, but has no account from her. He informs me that Commander Prentiss fixed his rate as master's mate and his pay at \$40 per month, with a ration.

Will you please send instructions as to his case, as he has no appointment or account, and of course I can do nothing without your orders? I must candidly express the opinion that his services are worth more to the Government than \$40 and a ration.

The vessels he has already piloted will amount at the legal rate to more than double the amount of his pay at the above rate.

I am happy to report all well on board this ship and on board the *Gem of the Sea*.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Lieutenant, Commanding Pocahontas.

Admiral F. S. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Telegram.]

[NAVY DEPARTMENT, June 26, 1862.]

Fill up your crew without delay, and then proceed to Port Royal.

GIDEON WELLES,

Secretary of the Navy.

Acting Lieutenant EDWARD CAVENDY,

U. S. Bark Gemsbok, Portland, Me.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Downes, U. S. Navy, commanding U. S. S. Huron, regarding duty for that vessel.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 26, 1862.

SIR: You will please proceed with the *Huron* under your command to Ossabaw, and report to Commander Steedman.

When the reconnoissance in those waters is completed, you will proceed off Charleston and report for blockading duty to the senior officer there.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding J. DOWNES,

U. S. S. Huron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Ammen, U. S. Navy, to relieve Commander Strong of the command in Wassaw Sound, Georgia.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., July 26, 1862.

SIR: I regret much the disabled condition of the *Seneca*, but it is doubtless owing in part to her constant service for ten months under

your efficient command. The vessel ought to go north, and I will send her soon, but it is necessary for a short time that she perform some inside work.

You will therefore proceed to Wassaw Inlet [Sound] and relieve Commander Strong, that he may resume blockading duty off Charleston, where a vessel has recently got in.

You are familiar with the waters and tributaries of Wassaw Inlet [Sound]. Whatever you can learn of the condition of things at Savannah will be desirable.

I will communicate frequently with you, and relieve you as soon as I can.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding D. AMMEN,
U. S. S. Seneca.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag, to resume blockade duty off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 26, 1862.

SIR: On the arrival of the *Seneca*, Lieutenant Commanding Ammen, you will transfer the charge of Wassaw Inlet [Sound] and tributaries to him and resume blockading service off Charleston.

I regret to hear from you that the leak of the *Flag* is increasing. I forwarded to the Department your previous reports, and have sent you replies from the contractor at Baltimore, which may assist in directing further search.

On your arrival at Charleston, you will, in due form, request a survey on the vessel in reference to this leak, and show Commander Marchand, the senior officer, these instructions to you on the subject.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. H. STRONG,
U. S. S. Flag, Wassaw Inlet [Sound].

P. S.—Since writing the above I have determined to have the hulk removed. You will please tow her into Port Royal.

S. F. DU P.

Report of Commander Marchand, U. S. Navy, senior officer off Charleston, S. C., of an ineffectual chase after a blockade runner.

U. S. S. JAMES ADGER,
Off Charleston, July 26, 1862.

SIR: I have the honor to advise you that at 1:30 o'clock this morning a steamer attempted to run into Charleston through the Lawford Channel.

The vigilance of the officers and men of the *Crusader* detected her in the darkness. Lieutenant Commanding Rhind slipped the cable, fired upon the stranger, and she turned and stood seaward.

The *Crusader* gave chase, but having little speed lost sight of the stranger immediately.

The *Alabama* also started, and, after going 25 miles in an ineffectual search, commenced returning to her station after sunrise.

The steamer that made the attempt to run in is represented to be much like the *Planter*, and of light draft, as, when driven back by the guns of the *Crusader*, was estimated to be in 6 feet water.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Goldsborough, U. S. Navy, regarding the rumored presence of the C. S. S. Nashville in Ossabaw Sound, Georgia.

SATURDAY MORNING, July 26, 1862—2 a. m.

MY DEAR COMMODORE: I have this moment been informed that a bark-rigged steamer, supposed to be the *Nashville*, loaded with cotton, is in Ossabaw trying to get out, or, rather, waiting for an opportunity.

Very truly, yours, etc.,

J. R. GOLDSBOROUGH.

Flag-Officer SAML. F. DU PONT,

Port Royal.

Report of Flag-Officer Du Pont, U. S. Navy, of the arrival off Port Royal, S. C., of the U. S. gunboats Marblehead and Sebago.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., July 28, 1862.

SIR: I have the honor to report to the Department the arrival here yesterday of the gunboat *Marblehead*, Lieutenant Commanding S. Nicholson, and to-day of the gunboat *Sebago*, Lieutenant Commanding Henry. The latter being all ready for sea, proceeds in the morning off Charleston.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Lieutenant Davis, U. S. Navy, commanding U. S. S. Vixen, to proceed for blockade duty to Port Royal, S. C.

NAVY DEPARTMENT, July 28, 1862.

SIR: As soon as the U. S. S. *Vixen* is ready for sea, proceed with her to Port Royal, S. C., and report to Flag-Officer Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant JOHN L. DAVIS,

Commanding U. S. S. Vixen, New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Rhind, U. S. Navy, commanding U. S. S. Crusader, to resume command of the blockade at North Edisto, South Carolina.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 28, 1862.

SIR: On being relieved by the U. S. S. *Mohawk*, you will proceed at once to North Edisto and resume command of the blockade at that place and the control of its waters.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. C. RHIND,
U. S. S. *Crusader*, off Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Henry, U. S. Navy, commanding U. S. S. Sebago, to proceed off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 28, 1862.

SIR: You will please proceed with the *Sebago* under your command off Charleston and report for blockading duty to Commander Marchand, of the *James Adger*, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding E. W. HENRY,
U. S. Gunboat *Sebago*, Port Royal.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Beers, U. S. Navy, commanding U. S. schooner G. W. Blunt, to proceed to duty off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 28, 1862.

SIR: You will proceed with the *Blunt* under your command off Charleston and will report for blockading duty to Commander Marchand, of the *James Adger*, senior officer.

On your way up you will stop at North Edisto and deliver the accompanying dispatches and mails to Lieutenant Commanding Hughes, of the *Mohawk*, senior officer there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master J. R. BEERS,
U. S. Schooner *G. W. Blunt*.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Hughes, U. S. Navy, commanding U. S. S. Mohawk, to relieve the U. S. S. Crusader, off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 28, 1862.

SIR: On the receipt of this order by the *Blunt*, you will leave the *Planter* in charge of the waters of North Edisto and proceed with the *Mohawk* off Charleston and relieve the *U. S. S. Crusader*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. K. HUGHES,
U. S. S. Mohawk, North Edisto.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to relieve the U. S. ship Dale in St. Helena Sound, South Carolina.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 28, 1862.

SIR: On the receipt of these orders you will at once proceed to St. Helena Sound and relieve the *Dale* in the command of those waters, receiving from Lieutenant Commanding Truxtun such information as his experience in that vicinity will suggest.

When you arrive off St. Helena Sound you will signal to the *Dale* for a pilot, if you can, or send a boat in to her for that purpose.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Volunteer Lieutenant Commanding H. ST. C. EYTINGE,
U. S. Ship Shepherd Knapp.

Unofficial letter from Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding the continued breach of the Charleston blockade and his efforts to obviate its inefficiency.

Private.]

VERMONT, Monday, July 28, 1862—1 p. m.

MY DEAR CAPTAIN: A young Englishman came from Charleston, through Drayton, here on Saturday. He reports three steamers as having got in—two screws and a side-wheeler—all loading.

I am doing all I can to increase your force, but everything, even from home, like the *Marblehead*, comes in broken down.

The *Flag* will leave for you to-morrow in time for a station before night, and the *Marblehead* will leave the next day. I have the *Huron*, *Paul Jones*, and *Unadilla* after the *Nashville* in the Ogeechee. The *Huron* to rejoin you.

A steamer got out the other day, midday, from Ossabaw, Collins having deliberately left his station. Strong saw her and could have caught her from Wassaw, but considered her the *Darlington*. A contraband told Steedman and Goldsborough she was coming down, and

they took her for something else, and went on eating their dinner together.

This has been pretty hard to swallow, I confess.

Yours, most truly,

S. F. DU PONT.

Captain MARCHAND,

Senior Officer off Charleston.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding his operations in St. John's River, Florida, July 28-August 4, 1862.

U. S. GUNBOAT ISAAC SMITH,

Off St. John's River, East Florida, August 4, 1862.

SIR: No change has taken place in the state of affairs on this river.

The rebels are organizing themselves into guerrilla bands for the purpose of escaping the conscription.

A Mr. Bolson, who resides at Dame's Point, having been ordered off by one of these bands, applied to me for protection. I told him to remain at his house, keep watch, and shoot any person that approached his dwelling at night.

On the afternoon of the 28th ultimo he sent me word that the Breward party (these are the ones who congregate at the house that I shelled) were hovering around his dwelling. At midnight the *Uncas* noiselessly proceeded to that vicinity and thoroughly shelled all the surrounding woods. Captain Crane performed the duty handsomely, and the next day threw a shell at the Breward house, upon which a party of eight mounted men fled to the woods. On the 30th I proceeded up the river as far as Jacksonville. A boat crossing the river at the city I ordered alongside. It contained a Mr. Livingston, a lieutenant in one of the Florida rebel regiments. He was just from Richmond, having been wounded there during the late battles. The negro who was pulling the boat I have employed on this vessel.

On the 31st came down the river and shelled the Breward house; fired thirty shells, completely tearing it to pieces; then sent an armed party on shore in charge of Acting Master McKeige to destroy the buildings, stable, etc., by fire. Mr. McK. performed this duty in the most effectual manner. Thus has been destroyed the residence of one who has, both before and since the rebellion, been a leader in every unlawful act, and a source of annoyance to every respectable inhabitant. On my arrival at Mayport found the *Paul Jones* outside awaiting a pilot. I sent out Mr. Dickinson, who brought her safely into the river on the 2d instant.

The *Paul Jones* again went to sea on the 3d, and on the 4th, having turned the charge of the blockade over to Acting Master McKeige, of the *Patroon*, at 1 p. m., crossed the bar and stood to sea, having been in the river precisely three months.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,

Lieutenant, Commanding.

Flag-Officer SAML. F. DU PONT, U. S. Navy,

Commanding South Atlantic Blockading Squadron.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, of a reconnoissance in the Ogeechee River, Georgia, and engagement with Fort McAllister by United States vessels under his command, July 29, 1862.

U. S. S. PAUL JONES,
Ossabaw Sound, July 29, 1862.

SIR: I have to report that in obedience to your orders I have this day made a reconnoissance up the Ogeechee River with this vessel and the gunboats *Unadilla*, *Huron*, and *Madgie*.

At 10 o'clock a. m. we came within range of a battery mounting seven or eight guns on the left bank of the river (ascending) and on high ground, commanding the approaches from $1\frac{1}{2}$ to 2 miles. So soon as I got within range I commenced a cannonade, which was followed by the other gunboats with their rifles and occasionally XI-inch guns. The enemy answered with spirit, most of their shots striking near, and several passing over me.

A spirited fire was kept up on both sides for an hour and a half (firing slowly and deliberately), when, becoming satisfied from the range of the enemy's fire and weight of metal that if I attempted to ascend the river I would have to do so at a great sacrifice of life and perhaps the sinking of one or more of the gunboats, I concluded to withdraw from the contest, for had we continued we would have had to steam up, head on, a distance of more than a mile and a half, with only one gun from each vessel to return their fire; besides this, the river is "piled" across below and in point-blank range of the fort, effectually obstructing the passage, and to remove a sufficient number (if possible) to permit passing would require sacrifices not warranted.

I have been unable to obtain any information of the steamer reported by Lieutenant-Commander Collins as being up the Ogeechee. I am satisfied, however, that she is still there, and if another vessel could be sent as a consort to the *Unadilla* to cover the neighborhood, there will not be the slightest possibility of her ever being able to get to sea. I respectfully suggest, if possible, that a vessel be stationed at St. Catherine's.

Commander Goldsborough is able, with the vessels under his command, to effectually cover Sapelo, Doboy, St. Simon's, and St. Andrew's. My not making this reconnoissance earlier was owing to my being obliged to run down to St. Simon's for the purpose of obtaining the services of Charles Tatnall, pilot, to take the gunboats up the Ogeechee River, and on my return a whole day was lost in repairing the tubes of one of the boilers, twelve of them having burst and had to be plugged up.

It affords me pleasure to inform you that I was handsomely supported in this operation by Lieutenants Commanding Collins and Downes, of the *Unadilla* and *Huron*, and Acting Master Meriam, of the *Madgie*.

Lieutenant Commanding Downes will leave with the *Huron* at daylight to-morrow to join the blockading squadron off Charleston, stopping on the way to put Mr. Heppard, with his communication, on board the light-boat off Port Royal. I shall at the same time proceed to St. John's, in compliance with instructions.

I am, sir, respectfully,

CHARLES STEEDMAN,
Commander, U. S. Navy.

Flag-Officer S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Marchand, U. S. Navy, regarding the strengthening of the Charleston blockade by the arrival of four vessels.

U. S. S. JAMES ADGER,
Off Charleston, July 30, 1862.

SIR: I have the honor to advise you that this division of your squadron was increased by the arrival of the *Flag*, *Sebago*, *Mohawk*, and *G. W. Blunt* yesterday.

The *Shepherd Knapp* will start to-day to relieve the *Dale*, agreeably to your instructions.

As the *Crusader* attempted to start for North Edisto, to which place you had ordered her, her engine broke down, rendering it necessary that I should send the *Alabama* to take her to Port Royal for your further disposition.

Your instructions in relation to having a survey holden on the magazine of the *Vandalia* shall be executed immediately.

There is no reason to think that any effort has been made to violate the blockade of this place since the morning of the 26th, when the *Crusader* fired upon a steamer, of which I had the honor to report at that time.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding the U. S. S. Pembina.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 30, 1862.

SIR: You will dispatch the *Pembina* at once to Wassaw. She will be replaced to-morrow by the gunboat *Marblehead*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
U. S. S. James Adger, Senior Officer, Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Bankhead, U. S. Navy, commanding U. S. S. Pembina, to report to Lieutenant Ammen, U. S. Navy, commanding at Wassaw Sound, Georgia.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 30, 1862.

SIR: I have received information that the rebels intend to run the blockade either by the Savannah River or Wassaw, and I desire to increase the force at Wassaw, as the *Seneca* has very little steam power.

There is also some information, apparently reliable, that a ram is completed at Savannah.

Commander Marchand has orders to send the *Pembina* at once to Wassaw. You will report to Lieutenant Commanding Ammen.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding J. P. BANKHEAD,
U. S. S. Pembina, Charleston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to return to Port Royal Harbor.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 30, 1862.

SIR: On receipt of this order you will please return at once with the *Paul Jones* to this anchorage, leaving the blockade of the St. John's River in charge of Acting Master H. M. Gregory, commanding the *Patroon*.

I am compelled to reduce the force in the St. John's River, and if there be any undue risk in keeping the river open to Jacksonville it will be sufficient to maintain the blockade from Mayport Mills or a more suitable anchorage, and for this the *Patroon* and *Uncas* will suffice.

You will give such instructions to Acting Master Gregory as your short experience there may enable you to do; but he has been so long employed in those waters that I rely upon his judgment and therefore leave him in charge.

Please furnish him with a copy of this letter.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander C. STEEDMAN,
U. S. S. Paul Jones, St. John's River.

Report of Commander Marchand, U. S. Navy, regarding the departure from Charleston of H. I. M. S. Renaudin.

U. S. S. JAMES ADGER,
Off Charleston, July 30, 1862.

SIR: I have the honor to inform you that during this forenoon the French war steamer *Renaudin*, M. Le Cardinal, commander, came out of Charleston through Maffitt's Channel.

A boat was sent to her by Commander Parrott from the *Augusta*, and it was reported that she was bound to New York, having the French consul and wife on board.

No information was volunteered by M. Le Cardinal, except that a grand battle was expected in a few days before Richmond.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Flag-Officer Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. gunboat Conemaugh.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 31, 1862.

SIR: I have the honor to inform the Department of the arrival here yesterday of the gunboat *Conemaugh*, Lieutenant Commanding Reed Werden.

She is a valuable acquisition to this squadron at this particular moment.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Marblehead, to proceed off Charleston, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., July 31, 1862.

SIR: You will please proceed with the *Marblehead* under your command off Charleston and report for blockading duty to Commander J. B. Marchand, of the *James Adger*, the senior officer.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding S. NICHOLSON,
U. S. S. *Marblehead*.

Report of Lieutenant Whiting, U. S. Navy, commanding U. S. gunboat Wyandotte, of his arrival at the navy yard, New York.

NAVY YARD, NEW YORK, July 31, 1862.

SIR: I have the honor to report the arrival of the U. S. gunboat *Wyandotte*, under my command, in obedience to orders from Flag-Officer Du Pont, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

WM. D. WHITING,
Lieutenant, Commanding, U. S. Navy.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Naval Constructor Lenthall, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, regarding the color of paint adopted by the Department for United States naval vessels.

NAVY DEPARTMENT,
Bureau of Construction, etc., July 31, 1862.

SIR: Herewith enclosed you will find a sample card of the color which the Department directs shall be used in painting the outside of

iron vessels, and also the vessels in the blockading squadrons, when they require repainting, including the inside of port shutters, heads of masts, and all parts exposed to distant observation.

Respectfully, your obedient servant,

JOHN LENTHALL.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

Capture of the British steamer Memphis by the U. S. S. Magnolia, commanded by Acting Volunteer Lieutenant Budd, U. S. Navy, off Charleston, S. C., July 31, 1862.

Letter from Mr. B. T. Reed to the Secretary of the Navy.

BOSTON, August 2, 1862.

SIR: In reply to your enquiry of 30th, the name of the steamer to which I referred as having arrived at Charleston, S. C., or Wilmington, N. C., is the *Memphis*, said to be commanded by Captain Walker, of the Royal Navy, a distinguished officer, who was in charge of the steamer *Great Eastern* on her first trip to New York. She may not have had 1,000 tons of gunpowder, but certainly a very large quantity on board.

Yours, very respectfully,

B. T. REED.

Hon. GIDEON WELLES,

Secretary of U. S. Navy.

[Telegram.]

NEW YORK, August 4, 1862.

(Received 12:15 p. m.)

I arrived here last night with British steamer *Memphis*. Have captured her off Charleston; had to convoy her; too weak to send her. *Magnolia* requires some repairs. I have got important information; telegraph for me to come to Washington.

WM. BUDD,

Commanding Magnolia.

G. V. Fox,

Assistant Secretary Navy.

Report of Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. *Magnolia*.

U. S. S. *MAGNOLIA*,

Navy Yard, New York, August 4, 1862.

SIR: I have the honor to inform the Department that on the morning of July 31, 1862, about 6 o'clock a. m., while in 32° 50' north latitude, 78° 35' west longitude, Cape Romain bearing W. by N., 40 miles distant, a steamer was made about 6 miles to the westward. She was then steering about N. E. by E. Upon which I immediately gave chase.

As soon as the stranger perceived that I intended to overhaul him, he made every effort to escape, hauling more to the eastward, so as to make his fore-and-aft canvas draw (the wind being southwest), firing up and driving his vessel as fast as possible. After having chased him for about an hour and a half I fired a shotted gun, throwing the projectile between his masts and about 200 yards beyond him, upon which he showed English colors, but still persevered in his efforts to escape. Steadily gaining on him I fired a second time, the shot dropping close alongside of him; then finding that he would not heave to I threw a shell, which exploded close to his starboard quarter, the fragments flying over his poop. At this he stopped his engines, and I, ranging alongside, hailed and found he was the British steamer *Memphis*, of London, bound ostensibly from Nassau to Liverpool. For some time before coming up with him he was observed to throw wood (Southern pine) overboard, and just before boarded a package loaded for sinking was thrown over the port quarter. I boarded him myself, and finding that he could not produce either a manifest, clearance, or log, immediately took possession, putting a prize crew on board in charge of Acting Master Charles Potter. Learning that an attempt had been made to sink or otherwise destroy the ship just before her capture, and that her crew consisted of nearly fifty persons, independent of officers and passengers, I determined upon removing them all to the *Magnolia* and convoy the *Memphis* to New York, arriving safely yesterday afternoon.

By a little tact I was enabled to secure a number of papers and letters, fully explaining the true character of the *Memphis* and her port of departure. She had come out of Charleston the night previous with nearly 1,600 bales of cotton and 500 barrels of resin aboard. These documents I have placed in the hands of the prize commissioners, with the necessary affidavits and libel.

The *Memphis* was captured at 8 a. m., July 31, 1862, in 20 fathoms of water, about 25 miles E. N. E. of where she was first seen.

On board of her, among her passengers, I found J. C. Carlin, a resident of Charleston, and formerly attached for a number of years to the United States Coast Survey. He is intimately acquainted with the whole Southern coast, has been captured once before while running the blockade, and lately commanded the Confederate steamer *Cecile*. He carried the *Gladiator's* cargo from Nassau to Mosquito Inlet, Florida. There were also aboard of her two others, one of whom I know to be a Charleston pilot named Lea, the other I have reason to think belonged to the same class. I have notified the marshal to detain these three persons for the present.

I enclose a list of all the persons on board the *Magnolia* at the time of the capture, with their rates attached.

Hoping that the Department will approve of my course in the matter,

I remain, very respectfully, your obedient servant,

WILLIAM BUDD,

Acting [Volunteer] Lieutenant, Commanding *Magnolia*.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter of approval from the Secretary of the Navy to Acting Volunteer Lieutenant Budd,
U. S. Navy, commanding U. S. S. *Magnolia*.

NAVY DEPARTMENT, *August 14, 1862.*

SIR: Your report of the 4th instant, of the capture of the steamer *Memphis* and your proceedings in the matter, was received, and your course is approved.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WILLIAM BUDD,
Commanding U. S. S. Magnolia.

*Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Werden,
U. S. Navy, commanding U. S. S. Conemaugh, to assume a station
near Fort Pulaski for the restriction of blockade runners.*

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 1, 1862.

SIR: The Savannah River since the capture of Fort Pulaski has been left free without a vessel of war.

I have reason to believe, however, that some preparations are making to run the blockade from and into Savannah, avoiding the fire of Pulaski by using some of the tributary streams.

You will please proceed to the Savannah River, and after communicating with the commanding officer of Fort Pulaski, who may have some desirable information to give, you will select a station in New River, or in Calibogue Sound, or under the fort, or in any location which your judgment may dictate, to prevent ingress or egress of vessels attempting to run the blockade.

I enclose copy of a letter from the colonel commanding Pulaski to the commanding general of the department and transmitted to me.

Since writing the above, I have examined the chart and call your attention to a spot at the southern extremity of the deep-water channel from Calibogue Sound which would command the channel by a cross fire with the battery on Tybee, give a longer notice from Pulaski of anything approaching, and an easy access to go up Calibogue Sound, if this became necessary.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding REED WERDEN,
U. S. S. Conemaugh.

*Report of Lieutenant Ammen, U. S. Navy, regarding affairs in the
vicinity of Wassaw Sound, Georgia.*

U. S. GUNBOAT SENECA,
Wassaw Sound, Georgia, August 1, 1862.

SIR: I have the honor to report that on the receipt of your order of the 26th July, I got underway and arrived here at 4 p. m.

Commander Strong, of the *Flag*, left the following morning, taking the hulk in tow, and no doubt communicated with you the same day.

The *Flag* had slipped her cable the evening before in chase of an army transport steamer that had imprudently passed through Tybee

River at 9 p. m., without any preconcerted signal. I have been dragging for her anchor, as have also the boats of the *Braziliera*, as yet without success.

We continue to see the smoke of rebel steamers that come down daily beyond Skiddaway Island, as previously reported by Commander Strong.

On the evening of the 30th ultimo I observed several signal lights on Great or Little Tybee Island, and having understood that our troops occupied Fort Pulaski only, I made an examination yesterday up Tybee River as far as some old wharves without seeing traces of the enemy.

To-morrow I shall send the gig through the creek to Pulaski to get mails and for a further examination, and shall do so again on Saturday, the 9th August, if nothing transpires to prevent.

The *Pembina*, Lieutenant Commanding Bankhead, arrived at 8 a. m. this morning.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,

Lieutenant, Commanding, and Senior Officer, Wassaw Sound.

Rear-Admiral SAMUEL F. DU PONT,

Flagship Vermont, Port Royal, S. C.

Letter from Lieutenant Ammen, U. S. Navy, to the commanding officer at Fort Pulaski, Ga., regarding lights to be used as signals on vessels.

U. S. GUNBOAT SENECA,
Wassaw Sound, August 1, 1862.

MY DEAR SIR: I send a boat in charge of Acting Master Rogers for the purpose of communicating with you and to obtain such letters, papers, or packages as may have arrived for the *Seneca*, the *Pembina*, or the *Braziliera*.

* * * * *

A day or so before my arrival in these waters a transport steamer came near being fired into, in supposition that she was an enemy.

Be good enough to direct that, hereafter, when steamers wish to pass these waters after night, they have their steam lights burning, steer directly for us, and show an additional white light three times, when they will know they are regarded as friends; or, if they choose, let them blow their whistles three times, if they have good ones. We will answer in the same manner by showing a white light three times.

Be good enough to let me know if you have any pickets on Great or Little Tybee. I saw signal lights on or over them three nights ago.

Any news through refugees or contrabands that you may have from Savannah will be very acceptable. We hear they have an ironclad vessel of some sort, and suspect that it is the *Fingal* (an iron steamer) patched up in some manner. We would, however, be glad to learn everything which you may know about the supposed movements of our enemy ashore or afloat.

Very truly, yours,

DANIEL AMMEN,

Lieut., Comdg., and Senior Officer in Wassaw Sound.

The COMMANDING OFFICER,

Fort Pulaski, Ga.

Order of Flag-Officer Du Pont, U. S. Navy, in regard to night signal to be observed by commanding officers of the squadron while in the harbor of Port Royal, S. C.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 2, 1862.

SIR: The flag-officer directs that the following night signal be observed by the commanding officers of vessels of this squadron while lying in the harbor of Port Royal, viz:

Three rockets fired in rapid succession from the flagship—Prepare for action.

Very respectfully, your obedient servant,

S. W. PRESTON,
Acting Flag-Lieutenant.

Commander W. E. LE ROY,
U. S. S. *Keystone State*, Port Royal, S. C.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding an English bark reported to have yellow fever on board.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 2, 1862.

SIR: We have information through a letter from one of the crew of the *Restless* that the English sailing bark that came into this harbor reporting she had yellow fever on board has been at anchor some where near the *Restless's* station.

This vessel, after lying some days here, and having received medical attendance and supplies, was sent out by General Hunter. She was afterwards spoken by the *Western World* standing in for Georgetown, and showed the boarding officer General Hunter's order for her departure from here; he said she was bound to New York. If it be after this she was down on your station, it would be almost conclusive evidence that she was intending to run the blockade.

The custom-house officer boarded her here; she reported being bound to Cronstadt, Russia, from Havana. Owing to the yellow fever being supposed to be on board, her hatches were not opened.

If hovering near you, take her and send her north for examination, reporting the circumstances, and making her stop at the lazaretto.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer off Charleston.

P. S.—You will please order the *Mohawk* to return at once to North Edisto and assume charge of those waters, having discovered that I did not send you this order by the *Marblehead*.

S. F. D. P.

Report of Flag-Officer Du Pont, U. S. Navy, regarding expedition of Commander Prentiss, U. S. Navy, in the Santee River, and disposition of property captured.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 2, 1862.

SIR: I have detached Acting Assistant Paymaster Seymour F. Frizelle from the U. S. S. *Western World* and sent him north, directing him to report his arrival to the Department by letter. The accounts of that vessel for the present are in the hands of Acting Assistant Paymaster Coit, of the *Valparaiso*.

An expedition up the Santee River had been undertaken by Commander Prentiss with the *Western World*, *Henry Andrew*, and the *E. B. Hale* for the purpose of destroying the railroad bridge some 70 miles from its mouth, which, however, failed, in consequence of the sharp bends of that river, which none of the steamers, except the *Hale*, could pass.

In passing Blake's plantation they were fired upon by artillery, riflemen, and cavalry, and Commander Prentiss very properly shelled the place and destroyed the mill and dwelling which harbored the rebels and had been long used as the headquarters of a regiment stationed there to protect vessels running the blockade through South Santee and Alligator Creek.

Commander Prentiss, however, permitted the house to be plundered, and a great many articles were taken on board the steamers.

After the vessels had returned off Georgetown he gave orders to the commanding officers to have all the property delivered up, packed in boxes, and sent to Port Royal.

The commanding officers of the different vessels called the officers and men to muster and read the orders, which were generally complied with. Acting Assistant Paymaster Frizelle professed to deliver up all plunder in his possession, but suspicion being raised that he had not complied with the orders, his room was searched and many articles found which had been taken from Blake's plantation.

Upon these facts coming to my knowledge, I detached Acting Assistant Paymaster Frizelle and sent him north. I recommend his dismissal from the service.

May I ask the Department to dispatch another paymaster for the *Western World*?

I may add in conclusion that all the plunder above mentioned was, by my orders, delivered over to the provost-marshal at Hilton Head, to be taken charge of by Brigadier-General Saxton, the military governor of South Carolina.

Very respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, of his arrival at the Brooklyn navy yard.

U. S. S. COURIER,
Navy Yard, Brooklyn, August 2, 1862.

SIR: I have the honor to report to you the arrival of the U. S. ship *Courier*, under my command, at this station, from Port Royal.

Very respectfully, your obedient servant,
W. K. CRESSY,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commander Marchand, U. S. Navy, to Lieutenant Hughes, U. S. Navy, Commanding U. S. S. Mohawk, to assume command at North Edisto, South Carolina.

U. S. S. JAMES ADGER,
Off Charleston, August 3, 1862.

SIR: You will be pleased to proceed at once to North Edisto with the *Mohawk* and assume charge of the blockade of those waters.

Very respectfully, your obedient servant,
J. B. MARCHAND,
Commander and Senior Officer.

Lieutenant Commanding A. K. HUGHES,
Commanding U. S. S. Mohawk, off Charleston.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, giving information received from refugees from Savannah, Ga.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., August 3, 1862.

COMMODORE: The following is a copy of a telegraphic dispatch just received from the signal officer, Fort Pulaski:

Three negroes have arrived here from Savannah and report the rebel ram a failure. She leaks and her engines are not of sufficient power.

I have telegraphed to have the negroes sent down here, and will give them a strict examination to-morrow, as their escape into our lines at such a time, and the story they tell, would seem to render it quite possible that they have been sent for the purpose of misleading.

I have the honor to be, commodore, your most obedient servant,
D. HUNTER,
Major-General.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Squadron, Port Royal Harbor.

Report of Lieutenant Ammen, U. S. Navy, regarding expected attack from Confederate ironclad in Savannah River.

U. S. GUNBOAT SENECA,
Wassaw Sound, Georgia, August 3, 1862.

SIR: After consideration, I have determined to send the *Braziliera* to Port Royal, and shall endeavor to explain, as briefly as possible, my reasons, trusting that, if here, you would have taken the same steps, or, if not, that you will resend the vessel. Her absence for a day or so, or as long as the *Pembina* remains, will not be prejudicial.

I was informed on the return of the boat from Fort Pulaski yesterday that a spy had been seized on Hilton Head, who stated that an ironclad vessel was now completed at Savannah; that her armament consisted of eight X-inch guns, and that she was expected to come out night before last.

Yesterday a vessel with two smokestacks, accompanied by a small steamer, passed down Wilmington River in full sight from Fort Pulaski. Steamers have been observed doing the same thing for the past fortnight or longer, but this one was regarded as a stranger.

I see in the Northern papers extracts from a Lynchburg paper, and also from another source, that it is officially announced that the ironclad floating battery at Savannah is completed, mounting ten heavy guns, and commanded by John Pembroke Jones, late of our Navy.

Without any knowledge of the capacity or qualities of this vessel, I suppose that at least in smooth water she will be formidable, and that her sides would resist a medium 32-pounder. If such should be the case I would be embarrassed in towing the *Braziliera* to sea and in defending her against a powerful enemy, and, on the other hand, could not hope to receive aid from her.

If the enemy should make his appearance, it is my intention to lead him to sea, and if the *Seneca* and the *Pembina* can engage him with a fair prospect of success, we will do so closely.

I have the honor to be, very respectfully, your obedient servant,
DANIEL AMMEN,

Lieut., Comdg., and Senior Officer in Wassaw Sound.

Rear-Admiral S. F. DU PONT,
Port Royal Harbor, South Carolina.

Order of the Secretary of the Navy to Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, to proceed to Port Royal, S. C., touching at Bermuda.

NAVY DEPARTMENT, August 4, 1862.

SIR: Proceed with the U. S. ship *Ino* under your command to Port Royal, S. C., and report to Rear-Admiral Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron.

On your way out you will touch at Bermuda and communicate with our consul there. Any information respecting vessels designing to run the blockade that you may obtain you will communicate to Rear-Admiral Du Pont.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master EDWARD F. DEVENS,
Commanding U. S. Ship *Ino*, Boston.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Marchand, U. S. Navy, regarding duty for the U. S. S. Sebago.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 4, 1862.

SIR: You will please dispatch at once the *Sebago* to Wassaw Sound; she is needed there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Senior Officer off Charleston.

P. S.—Direct the *Sebago* to stop at Port Royal on her way down.

S. F. D. P.,
Flag-Officer.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliëra, to proceed to blockade duty at Sapelo Sound, Georgia.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 4, 1862.

SIR: Your orders of this morning are countermanded, and you will proceed at once with the *Braziliëra* under your command to Sapelo Sound, Georgia, relieving the steamer at present there and delivering to her commander the accompanying order.

Commander Goldsborough, now lying at St. Simon's, in the *Florida*, is the senior officer on this part of the coast of Georgia. You will avail of any opportunity that may offer to inform him of your arrival and sending him a copy of these orders.

You will receive from the commander of the *Wamsutta* or *Madgie*, whichever vessel you may meet at Sapelo, all the information, as his local experience may enable him to give you, showing him these orders.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master GILLESPIE,
Commanding U. S. Bark *Braziliëra*.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Semmes, U. S. Navy, commanding U. S. S. Wamsutta, to proceed to blockade duty at St. Catherine's Sound, Georgia.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 4, 1862.

SIR: A large iron English steamer attempted to run the blockade of the Savannah River last night, but was driven back by the fort on Tybee Island. It is probable that she or others may attempt the same to the southward.

As the *Braziliëra* might find it difficult to enter St. Catherine's on her arrival at Sapelo, you will please proceed to that sound and establish a rigid blockade.

I will thank you to give such information to the commander of the *Braziliëra* as it may be desirable for him to have.

Please communicate this change to Commander Goldsborough if you have the opportunity, sending him a copy of these orders.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. A. SEMMES,
U. S. S. Wamsutta;
Or the senior naval officer in Sapelo Sound, Georgia.

Report of Commander Marchand, U. S. Navy, transmitting report regarding an English bark reported to be in the vicinity of Bull's Bay, South Carolina.

U. S. S. JAMES ADGER,
Off Charleston, August 4, 1862.

SIR: In my communication of yesterday it was mentioned that Commander Strong, of the *Flag*, had been instructed to make enquiry on board the *Restless*, search for and seize the English bark which some time since left Port Royal under papers granted by General Hunter and was reported since to be hovering about the coast in the vicinity of Bull's Bay.

Herewith I have the honor to send Commander Strong's report, in which he states that upon enquiry the vessel had not been seen there.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. FLAG, *August 4, 1862.*

SIR: I received your note of the 3d instant yesterday, enclosing a communication from the admiral in reference to an English bark, etc.

I ran down to the *Restless* and the captain informed me that there must be some mistake, as no vessel had anchored near him. The ship that was anchored some time since off Charleston with yellow fever on board passed his station under all sail, standing to the northward and eastward, but did not show her flag. That is the only vessel that has been near him.

Very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Commander J. B. MARCHAND,
Senior Officer of Blockading Fleet off Charleston, S. C.

Capture of the schooner Aquilla by the U. S. S. Huron, off Charleston, S. C., August 4, 1862.

Report of Flag-Officer Du Pont, U. S. Navy.

FLAGSHIP VERMONT,
Port Royal Harbor, August 7, 1862.

SIR: I have the honor to report to the Department the capture of the schooner *Aquilla*, of 77 tons, on the morning of the 4th instant,

by the *Huron*, whilst attempting to run out from Charleston by the Maffitt's Channel. She was bound to Nassau and had on board between 300 and 400 barrels of turpentine.

No papers were found, and the written leaves of the log book torn out; no flag.

She was sent to Philadelphia and the master, W. H. Ward, and one man were sent as witnesses; the balance of the crew, four in number, were put on board the *Potomska*, which sails to-day for Philadelphia, broken down.

Very respectfully, your obedient servant,

[S. F. DU PONT,]

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Downes, U. S. Navy, commanding U. S. S. *Huron*.

U. S. GUNBOAT *HURON*,
Off Charleston, August 4, 1862.

SIR: I have the honor to inform you that I, this morning at 3 a. m., captured the schooner *Aquilla*, of and just out of Charleston, bound to Nassau, loaded with about 307 barrels of turpentine.

Her crew consists of Captain W. H. Ward, mate, and four seamen.

I dispatch her to Philadelphia under charge of Master's Mate Samuel Delano, of this vessel, with a prize crew of six men, whose terms of service have nearly or quite expired, belonging to various vessels of the squadron, viz, the *James Adger*, *Augusta*, and *Bienville*.

The *Aquilla* left Charleston Harbor at this 12 a. m. [midnight], passed us about 2 a. m., and was captured at the hour above mentioned after a chase of an hour, no vessel of the blockading squadron being in sight at the time, though the lights of the *Augusta* were in sight astern, and she came up subsequently to the capture.

No papers, log book, nor colors were found in the vessel.

Herewith enclosed is a complete list of the officers and men entitled to a share of the capture.

I dispatch to the United States as witnesses in the case the captain and one seaman belonging to the crew of the schooner.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commander Marchand, U. S. Navy, to Lieutenant Henry, U. S. Navy, commanding U. S. S. *Sebago*, regarding the disposition of a part of the captured crew.

U. S. S. *JAMES ADGER*,
Off Charleston, August 5, 1862.

SIR: You will be pleased to receive on board the *Sebago*, take to Port Royal, and dispose as the admiral may direct, four persons, which

formed part of the crew of the *Aquila*, captured yesterday morning, and four contrabands, who came off to the squadron from Charleston on the 2d instant.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Lieutenant Commanding E. W. HENRY,
Commanding U. S. Gunboat *Sebago*.

Report of Flag-Officer Du Pont, U. S. Navy, regarding the capture of the British steamer Lodona by the U. S. S. Unadilla in Ossabaw Sound, Georgia, August 4, 1862.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: I have the honor to inform the Department that the U. S. gunboat *Unadilla* captured the British steamer *Lodona* at half past 12 on the 4th instant, in Hell Gate, between the Ogeechee and Vernon rivers, Ossabaw Sound, [Georgia], for violating the blockade.

She attempted the night before to run into Tybee, expecting to run up the Savannah River past Fort Pulaski, but she was fired upon by the battery near the martello tower on Tybee, one shot from which penetrated the cabin. She then ran out to sea and the following day entered into Ossabaw Sound, when she was taken by the *Unadilla*.

As soon as she discovered the *Unadilla* she attempted to run through Hell Gate, but got aground and then hoisted the English ensign, union down.

The *Lodona* is a new steamer, built this year at Kingston-upon-Hull, and among her papers was a permit from the U. S. consul at Leeds to go to Port Royal, and Beaufort, N. C.

Her cargo by manifest consists of brandy, wines, tea, salt, clothing, boots, drugs, watches, figs, raisins, whisky, starch, soap, tin plates, soda, dry goods, paints, colors, quinine, etc.

She proceeds to Philadelphia in charge of Lieutenant C. H. Greene, of the *Unadilla*, with Acting Master G. W. Hayward, of the *Potomaska*, and Acting Master H. M. Gregory, of the *Isaac Smith*, and Acting Second Assistant Engineer B. F. Beckett and Acting Third Assistant Engineer G. K. Fuller, formerly of the *Comemaugh* and latterly of the *Crusader*, and 16 men from the *Unadilla*, and 6 firemen and 4 coal heavers of the *Crusader*. The times of some of these men are out, or nearly so, and of course entitled to their discharge.

Her supercargo, Mr. Perdu, and her captain, Charles Edward Luckie, go north in her. Both have admitted that they were attempting to run the blockade.

Her crew have been transferred to the *Crusader*, which will proceed to New York in a few days in tow of the *Arago*. I have written to Flag-Officer Paulding to retain them on board the *Crusader* until further directions from the Department, as some of them may possibly be required as witnesses, in which case it seems to me but proper that the Government should pay for their transportation to Philadelphia.

Among the papers forwarded to me by the Department is a copy of

a communication from the U. S. consulate at Liverpool to the Secretary of State, dated June 11, and one from the U. S. consulate at Falmouth, dated June 3, referring to this steamer. How far these documents can be used in evidence before the prize court, I am unable to say; the Department can judge and use them accordingly.

Enclosed is a list of the officers and crew of the *Unadilla* entitled to share in this prize.

Very respectfully, your obedient servant,

S. F. DU PONT,

Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Collins, U. S. Navy, commanding U. S. S. Unadilla, of the capture of the British steamer Lodona.

U. S. GUNBOAT UNADILLA,
Off Ossabaw, August 4, 1862.

SIR: I have the honor to report that we seized the British steamer *Lodona* at 12:30 p. m. this day, in Hell Gate, between the Ogeechee and Vernon rivers, Ossabaw Sound, for violating the blockade.

At 11 a. m., being in Florida Passage, to the southward of the Ogeechee, we discovered a strange steamer coming up toward the latter river, when we got underway and ran toward her. Upon her discovering us, she attempted to run through Hell Gate, where she grounded and hoisted the English ensign, union down, and a white flag at her mizzen. We ran down near her, hoisted our ensign, sent a boat on board, took possession of her, and soon succeeded in getting her afloat. Brought on board her papers, from which we discovered that she was the *Lodona*, of Hull, from London, via Bermuda and Nassau, bound to Beaufort, N. C., and Port Royal, with a cargo of brandy, wines, tea, coffee, salt, clothing, boots, drugs, matches, figs, raisins, whisky, starch, soap, tin plates, soda, dry goods, paints, colors, quinine, etc., as per manifest found on board.

Her supercargo, Mr. Perdu, and Captain Luckie admit that they attempted to run into Savannah last night, but were driven off by the guns at the martello tower, Tybee Island, one shell from which penetrated and exploded in her cabin, and that they were running the blockade and were taken bloody handed.

From her register and crew list we learn that she was built this year at Kingston-upon-Hull, has one deck, three masts, bark-rigged, elliptical stern, clinker built, no galleries, no head, framework and hull of iron, 204.2 feet long, 28.4 feet wide, and 16.5 feet deep. Total tonnage, 687.93, 114.89 tons for space required for propelling power, leaving 573.04 registered tonnage. Length of engine room, 26 feet 8 inches; two engines; estimated horsepower, 80.

Charles Edward Luckie is master and Z. C. Pearson, of London, sole owner. Total of crew and officers, 27. Among her papers, which we found, are the register, crew list, manifest of cargo, official log book, invoice of cargo, custom-house papers, and a permit from the U. S. consul at Leeds to go to Port Royal, and Beaufort, N. C.

With your approval I will send her to Philadelphia in charge of Lieutenant C. H. Greene, for adjudication.

Very respectfully, your obedient servant,

N. COLLINS,
Lieutenant, Commanding.

Flag-Officer Du Pont.

P. S.—To prevent being seen, the *Lodona* had all her yards and topmasts on deck at the time she was discovered and captured.

Letter of Lieutenant Ammen, U. S. Navy, to Flag-Officer Du Pont, U. S. Navy, proposing to attack the enemy's ironclad.

U. S. GUNBOAT SENECA,
Wassaw Sound, August 5, 1862.

SIR: An idea has occurred to me which I beg to submit for your consideration.

I think we may feel assured that our enemy has some description of an iron-plated steam vessel either entirely in readiness or only awaiting outfits at Savannah, and that most probably we will see her at this point; whether she is designed to go to sea, or only intended for smooth water, I have no information.

In view of this, might not the *Augusta* be strengthened by iron ties through her bows, set up with screws outside and above the water line for 40 or 50 feet aft, and stationed here with advantage, for the purpose of running our enemy down?

I feel satisfied from what I saw of the *Augusta* that any attempt at repairs will cost the Government more than a new vessel, whilst she would serve for the purposes of one concussion as well as any other of her size and speed. If in her destruction she caused that of our enemy, I think a very economical disposition would be made of her.

Without pretending to any peculiar fitness for the object, or wishing to interfere in any degree with the duties or inclinations of other officers, I would be very glad to take that vessel, man and officer her from our crew as far as necessary, and use her as proposed when the opportunity offered. I make this proposal to indicate that I do not wish to impose upon others what I will not gladly do myself.

Yesterday morning, August 4, at 8:30 a. m., a small steamer was reported from the masthead as entering Ossabaw Sound. She was too far off to ascertain her character, if an enemy. Our blockading vessels do not lie near enough the mouth to guard both channels.

The *Pembina* broke down on Sunday in endeavoring to tow the *Braziliera* to sea, three tubes having blown out of one of her boilers. I enclose two communications from Lieutenant Commanding Bankhead.

We communicate with Fort Pulaski outside of Tybee Island, the passage through the creeks being unsafe. There is a narrow point where hard ground forms a shore line and where bushes have been cut down and piled up so as form an ambuscade.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieut., Comdg., and Senior Officer, Wassaw Sound.

Rear-Admiral SAMUEL F. DU PONT,

Comdg. South Atlantic Blockading Fleet, Port Royal, S. C.

Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, announcing the expected departure from Charleston, S. C., of the British steamer Lloyds.

NAVY DEPARTMENT, *August 5, 1862.*

SIR: Acting Volunteer Lieutenant Budd, who captured and brought in the prize steamer *Memphis*, which had run the blockade at Charleston, with about 1,600 bales of cotton on board, telegraphs the Department to-day that the British steamer *Lloyds* will sail from Charleston about the 10th instant, with a full cargo of cotton and some important passengers.

Lieutenant Commanding Cooper, of the *Massachusetts*, has been directed to communicate this information to the blockading vessels off Charleston as he passes.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral SAML. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Commander Marchand, U. S. Navy, to Lieutenant Henry, U. S. Navy, commanding U. S. S. Sebago, to proceed to Wassaw Sound, Georgia, touching at Port Royal.

U. S. S. JAMES ADGER,
Off Charleston, August 5, 1862.

SIR: You will be pleased to proceed at once to Wassaw Sound and report to the senior officer.

On your way there you will put into Port Royal and report to the admiral.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Lieutenant Commanding E. W. HENRY,

Commanding U. S. Gunboat Sebago, off Charleston.

Order of the Secretary of the Navy to Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to continue on recruiting duty.

NAVY DEPARTMENT, *August 6, 1862.*

SIR: Yours of the 3d instant is received. The order for you to proceed to Port Royal is rescinded for the present. You will continue your efforts to enlist on the eastern coast and make your weekly returns to the Department. If successful, the *Gemsbok* will be continued in that service.

Very respectfully, etc.,

GIDEON WELLES.

Acting Lieutenant EDWARD CAVENDY,

Commanding U. S. Bark Gemsbok, Provincetown, Mass.

Report of Flag-Officer Du Pont, U. S. Navy, transmitting reports of Commander Marchand, U. S. Navy, regarding the difficulty in maintaining the blockade off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 7, 1862.

SIR: Enclosed are two communications from Commander Marchand containing some statements of contrabands in reference to the ironclad vessels in Charleston, upon which, however, it would be unwise to place much dependence.

Commander Marchand also refers to the blockade and the difficulties attending it.

I have no reason to doubt the watchfulness of any of the officers of that division of my squadron, and having been myself on two occasions off Charleston I can fully appreciate the great obstacles in the way of maintaining a perfect blockade.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. JAMES ADGER,
Off Charleston, August 2, 1862.

SIR: I have the honor to inform you that at 4 o'clock this morning four contrabands, one a female, came off from Charleston to the *Vandalia* in a boat procured from the navy yard. They represent that there are about 3,000 soldiers in the city preparing to leave for Richmond; that a guard alone remains on James Island, but do not think that the number of soldiers in the forts has been changed.

They state that two pile drivers are employed daily in driving piles in the harbor from Palmetto or Log Fort on the middle ground northwardly across Folly Island Channel to the southern edge of Hog Island Channel, and that these piles are close together. A row of piles also runs between Palmetto or Log Fort on the middle ground southward to Fort Johnson, but are at such a distance apart that vessels pass between them in daytime.

They also report about the two vessels building, one designated as a ram; the other, the *Ladies'* gunboat. Both are expected to be completed in a couple of months. The former is very sharp forward, is of 2 feet thickness of wood, and the sides roof-shaped. The *Ladies'* gunboat is built like an ordinary gunboat. She is intended to be plated with iron. A portion of the iron for covering them is on hand, and is 6 inches wide and 2 inches thick, but a sufficient quantity has not yet arrived from Richmond. A portion was obtained from vessels running the blockade. They added that they heard everybody say that when iron plated they would sink so deep into the water as to be unable to go to sea, and could be used only in the harbor.

But the mortifying intelligence they brought us was that the steamer *Memphis* succeeded in running out on the 30th ultimo, at a time when I fancied it impossible without being seen by the blockading vessels.

They also state that at intervals steamers succeed in getting into Charleston and escaping from that place, and enumerate the frequency that vessels have been turned back on account of our blockading force.

It is painful to report the latter statements after every mortal exertion has been made with the vessels you have intrusted to my charge to prevent the occurrence of a violation of the blockade. I feel almost hopeless of success, as the sailing ships still occupy the inshore position they held upon your last visit and the steamers inside of them near each channel.

These contrabands passed seaward through the North Channel, and represent that on clearing the bar they saw what they thought a blockading vessel and pulled for her, but fancying it moving and that it was a vessel attempting to run out they pulled ahead of her. On close examination I have arrived at the conclusion that they in their fright had passed the *Sebago* at anchor close in, but a little south of the Swash Channel.

Charleston papers of the 30th and 31st July and 1st August were brought off by the contrabands, and which I have the honor to forward, together with a communication from Lieutenant Commanding Wells in relation to information he received from them before they were sent on board this ship.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander and Senior Officer.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

U. S. S. JAMES ADGER,
Off Charleston, August 3, 1862.

SIR: By the arrival of the *Hope* I have the honor to acknowledge the receipt of your communication of yesterday, relating to an English sailing bark having lately been seen hovering on the coast in the vicinity of Bull's Bay and Cape Romain. In compliance I have directed Commander Strong, of the *Flag*, who has charge of the eastern wing of our vessels, to investigate the subject on board the *Restless*, to search and seize in obedience to your instructions.

The *Mohawk* will leave after repairing a slight damage to her machinery, and be either in or off North Edisto this afternoon.

Permission has been accorded to Lieutenant Commanding Downes to put out the fires of the *Huron* for three or four hours to stop a leak in the starboard boilers.

The last three nights have been extremely dark, with rain squalls and mist. Signal lights and rockets from Fort Sumter are of frequent occurrence, and yesterday morning, when the mist thinned, a lead colored side-wheel steamer was discovered either at anchor or aground in Maffitt's Channel inside of the Moultrie House. Soon after she stood into Charleston Harbor. Whether she succeeded in running in or was attempting to come out is uncertain, as the thickness of the weather prevented her from being recognized by any of the blockading vessels, although the *Huron*, *Augusta*, and *Sebago* were at anchor close in to the entrances of Maffitt's, North, and Swash channels, and in plain view had the weather been clear.

The blockade of this place is most worrying. I view it a personal affair whenever it is violated, but such feelings are not unexpected, and [I] would be almost proud to endure them if the Government can only understand the difficulties to be encountered.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Commander and Senior Officer.

Flag-Officer S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, forwarding information regarding the clearance from Queenstown of a Confederate propeller.

NAVY DEPARTMENT, August 7, 1862.

SIR: I enclose herewith a copy of a telegraphic dispatch received this day from George Bennett, Boston, giving information of the clearance from Queenstown of a propeller built by Laird at Birkenhead for the rebels, said to be destined for Nassau. It is not unlikely this is the gunboat of which the Department has been heretofore advised as in the course of construction.

You will communicate this information to the fleet off Charleston, and to Rear-Admiral Du Pont at Port Royal, where you are also authorized to touch, and to Commodore Lardner at Key West.

The Department desires you to use all dispatch in carrying out the instructions you have received.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WM. BUDD,

Commanding U. S. S. Magnolia, New York.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, regarding measures for the repair and improvement of that vessel.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., August 7, 1862.

SIR: You will proceed at once with the *Isaac Smith* under your command to New York, reporting the arrival of your vessel to Rear-Admiral Paulding.

You will then, with his consent, proceed to Washington and report yourself at the Navy Department for the purpose of seeing the [Chief of the] Bureau of Construction on the nature and extent of the repairs and improvements to be put on the *Isaac Smith*, the superior qualities of which vessel you will be able to represent.

I think it my duty to express to you the full appreciation I have placed upon your services on this station, from the action against the Port Royal forts and through the varied, difficult, and responsible duties I have given you to perform so frequently as senior officer when separated from me.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding J. W. A. NICHOLSON,

U. S. S. Isaac Smith.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Gillis, U. S. Navy, commanding U. S. S. Alabama, to proceed to St. Simon's Sound.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: You will proceed with the *Alabama* to St. Simon's, stopping on your way at Tybee, communicating with the *Conemaugh* at Wassaw, at Ossabaw, and at Sapelo, leaving at these several stations such officers as are ordered to the vessels there, and you will then return without delay to this port, keeping a good lookout on your way for vessels attempting to run the blockade.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant J. H. GILLIS,
Commanding U. S. S. Alabama.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master McKeige, U. S. Navy, commanding U. S. S. Patroon, to proceed to St. Simon's Sound, Georgia.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: Immediately on receipt of these orders you will proceed with the *Patroon* under your command to St. Simon's Sound, Georgia, and report for blockading duty to Commander Goldsborough, of the *Florida*.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master McKEIGE,
U. S. S. Patroon.

Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Snell, U. S. Navy, commanding U. S. S. E. B. Hale, to proceed to St. John's River, Florida, and assume command of the blockade in those waters.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: Immediately upon receipt of these orders you will proceed, with the *E. B. Hale* under your command, to St. John's River, Florida, and assume charge of the blockade of those waters, receiving from Acting Master McKeige, of the *Patroon*, such information as his experience in that vicinity will suggest.

Should there not be a medical officer on board the *Uncas*, you will detach Assistant Surgeon Moore from the *Patroon* and order him to the *Hale* or *Uncas*.

Acting Master Dickinson, of the *Patroon*, a pilot for St. John's River, is ordered to report for duty on board the *Hale*.

As senior officer in these waters your principal duty will be to maintain an inside blockade of that river, in addition to which you

will maintain the free navigation of the same as far as Jacksonville, so far as your force will enable you to do so.

Lieutenant Commanding Nicholson, late senior officer in the *St. John's*, informs me that he thinks the enemy contemplate fortifying Yellow and *St. John's* bluffs. By watching their movements occasionally I think you will be able to prevent their making any progress at those points.

You will get your supplies of coal at Fernandina, and in case you are unable to communicate directly with Port Royal by means of the schooner *Garibaldi* you will find Fernandina a convenient intermediate station through which to obtain your other supplies.

I am not aware whether Lieutenant Commanding Nicholson has transmitted my instructions in reference to contrabands, but I presume he has. Should any come off to either vessel, you will receive them, and should you not have employment for them on board you will transfer them to the military commandant at Fernandina.

If any persons representing themselves as loyal citizens apply to you as the owners of any such contrabands, you will record the circumstance in the log book, together with the name of such applicant, making a report of the circumstance to me; but you will not deliver any up.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Acting Master A. T. SNELL,
U. S. S. E. B. Hale.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Clary, U. S. Navy, commanding U. S. S. Dawn, directing a cooperative reconnoissance in the vicinity of Fernandina, Fla.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: Brigadier-General Saxton, the military governor of South Carolina, is on a reconnoissance of the waters in the neighborhood of Fernandina.

You will place the *Darlington* at his disposal for this purpose, and if necessary you will yourself get underway and carry out his purposes.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. G. CLARY,
U. S. S. Dawn, Fernandina.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, directing the transfer of St. Simon's Island to the U. S. Army.

FLAGSHIP VERMONT,
Port Royal Harbor, S. C., August 7, 1862.

SIR: Brigadier-General Saxton proceeds to St. Simon's with a large force of the First South Carolina Regiment Volunteers, to take charge of the contraband settlement on St. Simon's Island.

You will transfer to him the control of this island, giving, however, all support by your gunboats to the protection of the settlement as lies within your power and showing the same interest as heretofore in this colony, which owes its origin and existence to the Navy.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Commander J. R. GOLDSBOROUGH,
Senior Officer, St. Simon's.

Report of Acting Master McKeige, U. S. Navy, commanding U. S. S. Patroon, regarding affairs in St. John's River, Florida, August 6-9, 1862.

[U. S. S. PATROON,]
Mayport, St. John's River, August 9, 1862.

SIR: I wrote you last on the 6th of this month, and forwarded it by the schooner *Garibaldi*. Since then everything appears to be quiet. There are some five or six Union families arrived and about to arrive with the intention of residing on Batton Island, near my anchorage, which was formerly the residence of the pilots belonging to this bar. They have come down the river for my protection. This island I speak of is connected with another, named Fort George, by a strong and substantial bridge about 60 feet long. I have made up my mind to destroy it, for by so doing it will cut off all communication with the mainland, keep the guerrillas away—whom these people so much dread—and prevent them from disturbing the Union citizens who wish to remove here for protection. The former bar pilots are willing to return with their families if the bridge is destroyed. They were driven away from here by threats, and are now living in great distress in temporary shanties in the woods. Consequently, I landed a party to-day (of 10 axmen, firemen, and coal trimmers), 20 blue jackets, to act as infantry and skirmishers, to destroy the bridge referred to above, one half of these under the charge of Master's Mate Hopkins, of the *Uncas*, the other half under the charge of Master's Mate Burger, of the *Patroon*, the whole under the absolute command of Master's Mate Pavy, of the *Uncas*. They were absent from the ship about three hours, having done their duty faithfully and effectually, and returned all in good order, obedient, and quiet. The inhabitants are now safe and feel more easy and comfortable. Captain Crane, of the *Uncas*, reports to me having seen many persons hovering around Yellow Bluff, but as they can do no harm except among their own people, I told him not to molest them except he should see that they were armed or in an hostile attitude. I find that this vessel is short about 60 gallons whisky that have been consumed on board of her since she has been on this river by her former captain and officers. It appears, from what I can learn, all hands have had as much as they wanted. The spirit room has never been safe, as it has been broken open several times. I find the paymaster of this ship a perfect sot, and will indulge strongly when he can procure it. But I now hold all the keys myself and have the locks examined every half hour, night and day, by the officer of the deck. Mr. Styles disposed to parties on this vessel, when he most solemnly promised he would do nothing of the kind without an order

from me, 6 bottles of whisky (or gin cocktails), and 1 dozen bottles of whisky to the second assistant engineer were procured from his vessel. The paymaster stole 2, the engineer and firemen drank 4, and I broke 6, the remaining number, and threw them overboard. Nine of my men who went on this vessel to buy stores returned drunk and he knew it. He says he is sailing about the coasts and trading, particularly under your permission and cognizance. I thought the least I could do was to let you know, as I can, if necessary, send you a dozen signatures to that effect. It gave me a great deal of trouble, strange as I was to the officers and men on this vessel, not scarcely eight hours aboard, and surrounded by half a dozen drunken officers and nine or ten men. However, about 9 o'clock at night I got my men quiet, but the officers on the deck over my head kept it up until 11 p. m. Things now have quieted down. The paymaster is the only one [who] indulges, when he can get it, to any extent, and can not be trusted. Captain Crane has just reported to me the desertion of one of his men (L. A. Newman, a Prussian by birth). He was on picket duty at the time, while the rest of Captain Crane's men were helping to remove the baggage of the Union families wishing to remove down to our anchorage. He carried away his rifle and accouterments. As he had formerly been the signal quartermaster of the *Uncas* (but disrated July 11, 1862), Captain Crane thinks he has carried with him a copy of the Navy Code of Signals.

Yours, respectfully,

EDWARD McKEIGE,

Acting Master, Comdg. U. S. Gunboat Patroon, St. John's River.

Commodore S. F. DU PONT,

Flag-Officer, South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Pattison, U. S. Navy, to assume command of the Fernandina blockade.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., August 9, 1862.

SIR: You will proceed with the *Sumpter* under your command to Fernandina and take charge of the blockade there, receiving from Lieutenant Commanding Clary such information as his experience will enable him to give.

Respectfully, etc.,

S. F. DU PONT,

Flag-Officer.

Lieutenant Commanding T. PATTISON,

U. S. S. Sumpter.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Clary, U. S. Navy, to assume command of the blockade in Ossabaw Sound, Georgia.

FLAGSHIP VERMONT,

Port Royal Harbor, S. C., August 9, 1862.

SIR: As soon as relieved by the *Sumpter*, Lieutenant Commanding Pattison, to whom you will give every information of the condition of

things which your experience may suggest, you will proceed to Ossabaw Sound and assume charge of the blockade there.

Respectfully, etc.,

S. F. DU PONT,
Flag-Officer.

Lieutenant Commanding A. G. CLARY,
U. S. S. Dawn.

Report of Rear-Admiral Du Pont, U. S. Navy, of the departure for repairs of the U. S. steamers Potomska and Isaac Smith.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 10, 1862.

SIR: Though incidentally in other communications I have referred to the departure of the *Potomska* and *Isaac Smith* for the North, yet I have not formally reported the fact.

The *Potomska* sailed on the morning of the 7th instant for Philadelphia, and the *Isaac Smith* on the afternoon of the same day for New York.

The *Isaac Smith* has been a most valuable vessel for the inland waters here, and is worthy of the improvements and repairs which her commander has recommended, and which I have forwarded to the Bureau of Construction, Equipment, and Repair.

The *Potomska* has been also a very useful vessel for similar service, but I am not prepared to suggest how far she may or may not be repaired. This can best be decided by survey.

I have further to report that the *Crusader* leaves to-day in tow of the *Arago* for New York, and I do not hesitate to give it as my opinion to the Department that she is not worth repairing.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to maintain an outer blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 10, 1862.

SIR: You will proceed in the morning with the *Keystone State* to sea, and cruise along the coast from Tybee and St. Andrew's to Charleston, maintaining an outer blockade.

You are authorized to communicate with any of the points on this line where an inside blockade is established, giving and receiving every information.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. Keystone State, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 10, 1862.

SIR: You will proceed in the morning with the *Paul Jones* under your command off Charleston and report for duty to Commander Hazard.

Before leaving you will get your supplies as early as possible from the *Massachusetts*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander CHARLES STEEDMAN,
U. S. S. *Paul Jones*.

[Similar order to Lieutenant-Commander S. Nicholson, U. S. S. *Marblehead*.]

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Goldsborough, U. S. Navy, regarding means for strengthening the blockade in the waters of Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 11, 1862.

SIR: I received last evening your communication by the *Alabama*, referring to the appearance of the rebels and their landing on St. Simon's Island and the disposition of your force in consequence.

I was gratified to learn that your measures have been so efficient and successful, but I have to inform you that there is an evident intention to run the blockade through the waters of Georgia at the present time, and the various points of entrance must be as effectually guarded as the force under you will permit, and I am increasing it by sending you the *Alabama*.

If the colony on St. Simon's should require more protection, it will have to be given by the army. I will thank you to inform me on this point.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. R. GOLDSBOROUGH,
Senior Officer, *St. Simon's*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Alabama, to proceed to blockade duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 11, 1862.

SIR: You will please proceed with the *Alabama* under your command to St. Simon's in the morning and report to Captain J. R. Goldsborough for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. T. TRUXTUN,
U. S. S. *Alabama*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Corbin, U. S. Navy, to assume command of the U. S. S. Wabash.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 11, 1862.

SIR: You are hereby ordered to relieve Commander Rodgers in command of this ship.

Understanding from the latter that you scarcely left the vessel during her recent visit lest the progress of her repairs should be retarded, you can go north in the *Massachusetts*, returning in the next trip of that vessel to assume your new duties here.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander T. G. CORBIN,
U. S. S. Wabash, Port Royal.

Report of Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, regarding affairs in St. Helena Sound, South Carolina.

U. S. SHIP SHEPHERD KNAPP,
St. Helena Sound, August 11, 1862.

SIR: I beg leave to tender my respectful salutations.

I send down a boat in charge of Acting Master Hudson for the purpose of receiving and dispatching mail, and to hand in some small requisitions. Our medical department is quite bare of medicines, and I send approved requisition for small quantities. The weather is intensely hot and the crew require much careful supervision to retain their health.

I sent a boat expedition up the Ashepoo River on Saturday to make a reconnoissance and obtain water. They saw nothing of the rebels and procured water. You were kind enough some sixty days since to sign a requisition for a sloop of war's anchor and 180 fathoms of chain for this ship. Has it arrived and will it be sent to us? We require it badly, as my anchors are very light. Our paymaster, Mr. Trimble, informs me the ship requires funds for officers and men, and now having to pay an additional pay roll of contrabands, who are to receive their money monthly, he has made a requisition for \$5,000, which I have approved and ordered him to present for your approval and signature, the ship being without money.

When I relieved the *Dale*, I received a certain amount of instruction from Lieutenant Commanding Truxtun, which I shall respect and carry out, but I could well wish the flag-officer would honor me with his future commands, which will be promptly obeyed.

Might I entreat the favor of a late paper, for any news in this isolated spot would be truly grateful.

After Divine service yesterday on board, I proceeded on shore among my dependent contrabands at Otter Island, and read them the morning service of the Episcopal Church. I never saw poor humanity more pleased with the consolations of the Divine promises, and when they thanked me after service I could not repress a tear of joy in having been instrumental even in limited good.

With all respect, I am, flag-officer, your obedient servant and faithful friend,

H. ST. C. EYTINGE,
U. S. Navy.

Flag-Officer SAML. F. DU PONT.

Order of the Secretary of the Navy to Captain Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, August 12, 1862.

SIR: As soon as the *Adirondack* is ready for sea proceed with her to Port Royal, S. C., and report to Rear-Admiral Samuel F. Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain GUERT GANSEVOORT,
Comdg. U. S. S. Adirondack, Hampton Roads, Virginia.

Report of Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Potomska, of his arrival at Philadelphia under orders.

U. S. GUNBOAT POTOMSKA,
Philadelphia, August 12, 1862.

SIR: I have the honor to report my arrival here under orders from Admiral Du Pont. We sailed on the 7th from Port Royal. The 8th was spent off Charleston, transferring 27 of our three-year men to the different vessels, receiving in return 24 one-year men, whose times were about expiring, and 1 marine, term of enlistment up. We also brought as passengers 4 men, part of the crew of the prize schooner *Aguilla*, and 2, part of crew of the prize schooner *Volante*, the latter ordered to be set at liberty on our arrival. I have no order in reference to the other 4.

Very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Acting Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Nicholson, U. S. Navy, commanding U. S. S. Isaac Smith, of arrival at New York.

U. S. GUNBOAT ISAAC SMITH,
Off Navy Yard, New York, August 12, 1862.

SIR: I have the honor to report the arrival here of the vessel from Port Royal, having been ordered north for repair.

I am ordered by Rear-Admiral Du Pont to report in person to the Department and shall do so as soon as the ammunition is out of the vessel.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Captain Godon, U. S. Navy, commanding U. S. S. Powhatan, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, August 13, 1862.

SIR: As soon as the U. S. S. *Powhatan*, under your command, is ready for sea, you will proceed with her to Port Royal, S. C., and report to Rear-Admiral Samuel F. Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Captain S. W. GODON,
Commanding Powhatan, Navy Yard, Philadelphia.

*Order * of the Secretary of the Navy to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to proceed to Port Royal, S. C.*

NAVY DEPARTMENT, August 13, 1862.

SIR: Proceed with the U. S. S. *New Ironsides* to Port Royal, S. C., with all practicable dispatch and report to Rear-Admiral S. F. Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Captain THOMAS TURNER,
Comdg. U. S. S. New Ironsides, Hampton Roads, Virginia.

Report of Captain Goldsborough, U. S. Navy, commanding naval forces, St. Simon's Sound, Georgia, regarding affairs at that station.

U. S. S. FLORIDA,
St. Simon's Sound, August 13, 1862.

ADMIRAL: I was in hopes of reporting the capture of the rebels on this island in my next communication, but notwithstanding our utmost zeal and perseverance they have thus far evaded us. I have destroyed all the boats upon the island, and having thus cut off all means of escape, they are exercising a guerrilla warfare, resulting, however, in no casualties since my dispatch of the 10th instant, though one of the colored picket guard is still missing.

Their force is not more than 20 nor less than 15 men. Brigadier-General Saxton landed a force of only 38 men of the First South Carolina Regiment, who are now guarding Butler's Point. Their officers, I fear, repose very little confidence in them. Night before last some of the rebels were supposed to have been in the vicinity of T. Butler King's plantation. Besides my force on the northeast side of the island, I have armed all the contrabands, and land every night, for the better protection of the colony, an additional force from the *Florida*. I am obliged to forward provisions to our men at different points daily, and our means of transportation are very limited and not to be depended upon. The *Alabama* reported for duty on the 12th instant, and I have

* See Series 1, vols. 7 and 8, for correspondence relative to movements of U. S. S. *New Ironsides*.

ordered her into St. Andrew's Sound. As soon as the *Madgie* can be withdrawn from her present position I shall direct her to resume her station off Sapelo and St. Catherine's. I do not think the present feeble military force now stationed on the island of St. Simon's at all adequate to its protection, and General Saxton agrees with me in these views. The *Patroon* reported for duty on the 12th instant, but her machinery is in a crippled condition, requiring repairs, and it will be several days before her services can be made use of.

* * * * *

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,

Captain, Comdg. U. S. Naval Forces, St. Simon's Sound.

Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal Harbor.

Report of Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, regarding affairs off Mosquito Inlet, Florida, August 13-30, 1862.

U. S. S. SOUTH CAROLINA,
Off Mosquito Inlet, August 22, 1862.

SIR: Since my last communication to you on the 13th inst'ant, by the *Massachusetts*, I have been visited by a heavy blow from the northward and eastward, which compelled me to slip the cable and keep underway with steam. It lasted two days and a half (from the 17th to the 20th), when I returned and picked up the anchor and cable which had been slipped.

This has assisted in consuming considerable coal and diminishing the quantity on board, to which I desire to call your particular attention. It must be borne in mind that this vessel has had fires and steam up, either moving or ready to move, since the 1st day of July. If it is contemplated for this steamer to remain here much longer, it will be necessary to send coal without delay and other supplies which have been or will be mentioned. The coal should be brought in bags, as there is too much swell for vessels to lie alongside of each other.

One or two more blows like this, which may be now expected at the approaching season, will place the coal in such a state that I shall be compelled to go to Port Royal for a supply. This would be unpleasant—to leave my station without orders—and I deem it my duty to notify you of the state of the case.

In my letter to you of the 22d of July I stated that the firewood was getting low and that coal could not be burned in this galley. I was in hopes of seeing one of those pilot-boat schooners before this, of which you speak in your orders of June 30, as your intention to communicate with me between the supply ships; but I have not seen one of them since I have been down here. I have to send armed boats into the inlet occasionally to procure and to help me out with firewood.

After I left Port Royal for this station I discovered that no soft coal for smiths' use had been put on board at Boston, and I have been trying ever since I came down here to procure some by which to work the forge, but have not succeeded. There is important ironwork broken about the vessel which requires mending, but can not be done. Can you direct 3 or 4 barrels of soft coal to be sent to me?

I never see a person on the land, and up to this time, since being here, I have seen but three steamers at a distance, hull down in the offing, passing to the southward. One of them, the *Delaware*, I stood out and communicated with; found that she was from Port Royal and St. Augustine, bound to Key West and the Tortugas.

August 23.—To-day discovered a small steamer not far distant in the offing, heading to the southward, and which at first seemed to be edging toward this anchorage, but subsequently observing that she was going to stand on, I got underway, stood out, and communicated with her; found that she was the towboat *L. M. Sykes*, from New York, bound to New Orleans, had been boarded by two or three of our blockading vessels on the coast of South Carolina and Georgia, and her papers endorsed accordingly.

August 24.—After sunrise this morning it commenced freshening from the eastward, and a heavy swell coming in, hove up the anchor and steamed seaward a few miles; continued standing off and on the inlet during the day. Toward sunset it moderated a little; stood in and anchored again to save coal, although the weather looked unsettled.

August 27.—After some days of rather hazy weather, it cleared off somewhat to-day, when was observed from aloft the mastheads of a schooner some 12 or 15 miles to the southward, apparently ashore on the beach. Did not know but she might be one of the pilot boats which was to be sent between the visits of the supply steamer, and which had got ashore in the late dark nights. Got underway immediately and went down to her. She proved to be the centerboard schooner *Patriot*, of Nassau, New Providence, upon the beach and bilged. She had landed her cargo, been stripped of her sails, and was deserted. Some few bags of salt and a few barrels of salt mackerel were still upon the beach. A piece of a letter addressed to a Mr. Clark was found, dated Nassau, August 12, which spoke about some shipments of calico. After taking from her a few articles which had been left in the way of rigging and blocks, I cut away the masts and otherwise rendered her perfectly useless, and then returned to my station off Mosquito Inlet.

August 29.—This morning the senior engineer reported to me that there was about two days' quantity of good steaming coal on board; that as we get nearer the bottom of the bunkers there is found to be a large quantity of "slack" coal, or coal dust; that the bunkers do not seem to have been cleaned out at Boston after her return from the Gulf before putting in fresh coal. Upon reflection, I deemed it of an imperative necessity to proceed without delay to Port Royal for a supply, and got underway accordingly. This steamer without coal is utterly inefficient for service, and with a repetition of the late blowy weather with which we have been visited she would be in great danger of being wrecked upon this exposed part of the Atlantic coast.

Port Royal, August 30.—I hereby report the arrival here of this steamer, and enclose several requisitions for your approval for coal, supplies, and stores.

Very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Rear-Admiral S. F. DU PONT.

Commander in Chief, etc.

Confidential report of Rear-Admiral Du Pont, U. S. Navy, regarding vessels under his command and disposition of officers.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 14, 1862.

MY DEAR FRIEND: I have your two private letters of 31st ultimo and 5th August, and thank you much for them. As I have before told you, these inside views of affairs are not only instructive, but encouraging, for when I see the Department is doing all in its power and has done so much it becomes more and more my duty to redouble my own energies and make what I have answer until more assistance can come.

I will endeavor to throw a little method in my reply, as it may aid you in making a reference more easily.

First, rams and ironclads: Since my private letters on this point the information is somewhat more favorable. The Savannah ram, not at all the *Fingal*, is more of a floating battery, doubtless with X-inch guns (eight of them), but she has a list, leaks, and has not power to go against the stream. She may be used to cover vessels running the blockade by putting herself between them and the forts, if entering Savannah River. It might be that the *Lodona's* trying this entrance was so instructed at Nassau, or she might be used to clear our boats from Wassaw and open that entrance.

The battery of the *Vermont* having been moved to spar deck, giving her a plunging fire with a 100-pounder rifle I put in her gangway while I was on board, with her grand old scantling, I think she will be a good bulwark. The Charleston vessels are not yet ready, and I hope are progressing slowly. One is simply an ironclad, size of *Pembina*; the other more of a ram. Ingraham superintending and Porter there.

Recommendation on the above: To ease my mind and yours about the Charleston division, the *Powhatan* should be the base there; she can run down those within, if they venture out, as well as crush Laird's boat and other ironclads from England. That ship is necessary to me in other ways, for it is time this fleet had a second in command. So large a division at Charleston should not be left as it is. The *Vanderbilt* here would secure this port and army, etc., from danger.

A thousand thanks for the *Paul Jones*, *Sebago*, *Conemaugh*, and *Marblehead*. With the *Housatonic*, *Adirondack*, and *Powhatan*, all of which I anxiously look for, I shall be set up again. I think the *Racer* and *Renaudin* will give information that I was weak in all but altered vessels. The French have an idea that two frigates off Charleston would have settled the question of an efficient blockade at once more than all the vessels we have had there. I told the French captain that might be, so far as the international question was concerned, but we should then have had an English steamer going in every night. Steam was the element which had changed the nature of blockades, compared with the old ones.

I have received the executive commissions or appointments to captains and commanders, and have appointed Corbin to relieve Rodgers as commander of this ship, and will make the latter fleet captain by a general order. I had proposed this to Rodgers after Davis left, but he seemed to prefer to be captain of the ship.

Corbin having hardly had his foot on shore while the *Wabash* was

north, I thought it due to him and as a reward for that faithful spirit of an executive officer, worthy of the old school, to let him run north in the *Massachusetts* and return in a few days. I hope you will approve of this as well as of the appointment to this ship.

Preston: I am allowing my acting flag-lieutenant to go home, he having remained with me while this ship was away; not allowing him—I ought to have said sending him, for I am only too anxious for him to be off. He has overworked himself, and if I were to express to you the amount of his services in this fleet and the alleviation he has brought to my duties and responsibilities you could hardly credit it. During Rodgers's absence he redoubled his exertions lest I should miss Rodgers too much, and the intensity of these furnace heats of August (July was pleasant) I fear will bring on fever if he does not leave soon. He is only 21, from Illinois, and such men are born about once in a quarter of a century. I am going to give him a letter to the President.

I received your letter about young Packard, but you evidently did not get mine. I immediately attended to the matter, with the additional incentive that you had a personal interest in it. But no coffin was ever received on board of the *Massachusetts*, and this I write to inform you of. Please see to this. As soon as the heats are over I will have his remains disinterred and sent home, properly cared for. Please see Nicholson, of the *Isaac Smith*, about the spot where he was buried, though I think it was well known. Say to Mr. Packard's father that his son was kindly soothed in his last moments, decently interred, and that his desire about his remains shall be scrupulously carried out. This is more than we can generally promise in such troublous times of war.

My commission did not come, as you kindly intended, by the *Wabash*, but it has since been received; but Rodgers and the captains in port insisted upon carrying everything through as if it were here and before too many of the latter had left. It was a handsome sight, but these things humble me and never elate. They seem to require so much more to be done to prove worthy, and when you feel you have done your best without them it seems hard to come up to the new point. A thousand thanks to Mr. Welles and yourself for all your share in them. I will acknowledge the commission, of course, officially. I congratulate you upon the most important legislation you have got through for the Navy—the greatest in a half century. Do not mind the incongruities. I hear the Prince de Joinville, on arriving at Fort Monroe after his ill-timed trip, said we were not a military, but a naval people. The Congress has never been either. Grimes is the shining exception. I wish I could have been near him for ten minutes on the admiral bill. His idea was right. It was a big jump to go from nothing to a full admiral, but I would have established the hierarchy and only authorized rear-admirals now, leaving an admiral and vice-admiral to be given to the happy and cruel man who could whip a British fleet. The first idea had its merit as original and as being moderated by the disposition of the flags, being less than the law, while now we are asking more than rear-admirals are entitled to, and if I had known Rodgers was going to change my flag to the main I think I would have waited in hopes the President would postpone that part of the law. This having rear-admirals without admirals is like a vice-chancellor without the

chancellor, vice-president without the president; but all this will soon be corrected.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Vixen.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 14, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Vixen*, Lieutenant-Commander J. L. Davis, arrived at Port Royal on the 12th instant.

I have ordered her to the blockade of Ossabaw.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, forwarding the report of Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, of a reconnoissance up the Black River, South Carolina, August 14-15, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 21, 1862.

SIR: I have the honor to forward the report of Commander G. B. Balch of a reconnoissance up the Black River, some 25 miles above Georgetown, with the *Pocahontas* and the captured steam tug *Treaty*.

It was conducted with the energy and intrepidity characteristic of that officer, who was also well supported by Acting Volunteer Lieutenant Baxter, in command of the tug.

The expedition was undertaken for the purpose of capturing a rebel steamer called the *Nina*, said to be in Black River about 40 miles above Georgetown, but after ascending some 25 miles and shelling the enemy out of a battery, Commander Balch received reliable information that the machinery had been removed from the steamer, rendering her possession useless to us.

On his return he was attacked by the rebels from the woods on both sides of the narrow river, and though hotly engaged succeeded in returning to his anchorage with only one casualty, the wounding of Acting Third Assistant Engineer J. A. Hill, who was severely injured by a minié ball, though it is to be hoped not fatally.

I am sorry to inform the Department, that the condition of the boil-

ers and machinery of the *Pocahontas* is such that I am compelled to send her north.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. POCAHONTAS,

Georgetown Harbor, S. C., August 15, 1862.

SIR: I have the honor to report that from information received from various sources I was led to believe that I might capture the steamer *Nina* up the Black River, some 50 miles above Georgetown, and most likely I should find her in good condition for service. Being anxious to accomplish so desirable an end as her capture, and learning further that the rebels had placed batteries along the banks of the Black River to oppose our progress, I determined to proceed up that river and indulged the hope that should I fail in getting the *Nina*, I might capture some pieces of Ward's artillery and perhaps some cotton, rice, or turpentine.

In accordance with these views I had the tug *Treaty* prepared for active service, and sheathed with 2-inch pine planks, inside of which were placed hammocks for the purpose of protecting those on board the *Treaty* from rifle shots, and I take this occasion to state that it worked most admirably, and though a novel mode of armoring war vessels, still I can commend it to any one engaged on like service. Captain Baxter, with a volunteer crew from the *Gem of the Sea*, taking charge of the *Treaty* and having anchored this ship off Georgetown on the forenoon of the 13th instant, to await the arrival of the *Treaty* after dark, where we remained till 3 a. m. of the 14th instant, when we got underway and proceeded up the Black River, the *Treaty* in tow of this vessel.

From information received from a number of negroes, who came off, I learned that the rebels had several batteries on the river, intended to oppose our progress. We met with no opposition whatever in going up the river, some 22 miles, and when nearing the batteries to within 600 yards or less, I anchored, making a stern hawser fast to a tree, but which, from the effect of the tide, was not sufficiently strong enough to hold the ship athwartships of the tide. We hove up our anchor and succeeded after some difficulty in making the ship secure with her broadside on the batteries at 500 yards distance. We then went to quarters and at 9:25 a. m. delivered a broadside of shells and then opened with grape, the *Treaty* firing her rifled howitzer with great spirit. No reply, however, was made to our fire, and I learned by a contraband who had been working on the batteries, and who came on board shortly after we ceased firing, that at the first gun the batteries were deserted and Ward's artillery went off in full retreat. We piped down at 10:15 and allowed the men rest, the heat being extreme, and during the firing, with the awnings furled; these we spread, however. Numerous contrabands were in attendance, some of whom wished to come to us, all of whom were taken on board. They reported that the enemy were congregating in the woods to fire on us

as we went down the river. Captain Baxter landed and made a reconnaissance which satisfied him that the report was true.

Not deeming it prudent to land with the force I had, we remained quietly at anchor and went to dinner at the usual hour, but at 1:05 p. m. we were suddenly attacked by the enemy concealed in the woods not more than 80 yards from us. No one was injured, however. We replied immediately with great guns and small arms.

The river at this place being only 80 yards wide, and the ship having dragged her anchor and swung head upstream, her stern being hard and fast aground, I called the men forward on the forecastle, when the enemy opened on us again, but, strange to say, hit no one of the crowd collected there.

I received great assistance from Captain Baxter in the *Treaty*, and finally this ship floated and we proceeded slowly past the batteries, which we found deserted. We proceeded up the river some 3 miles farther, being by water 25 miles above Georgetown, and then turned about, followed by the *Treaty*.

As we passed the earthworks we were fired upon by the enemy in ambush, distant only 50 yards, and sometimes less, to which we replied with canister and grape from the great guns and howitzer and our riflemen with great effect, taking care to expose the men and officers as little as possible. The bluffs were lined with troops, and for a distance of 20 miles we had to run the gantlet, followed by the *Treaty*, which kept up a spirited fire from her howitzer and small arms.

The river being very narrow, and though the ship steers beautifully, we had the misfortune to run aground twice, and both times under fire of the enemy's riflemen, but soon succeeded, by the assistance of Captain Baxter in the *Treaty*, in getting off; and thus we proceeded down the river, having to stand the fire of the enemy from each side, as the bluffs afforded a chance for the enemy to fire down upon us, a good share of which the gallant little *Treaty* had to stand as she followed the *Pocahontas*.

At 3:40 p. m., whilst under a very sharp fire of the enemy from a bluff, Acting Third Assistant Engineer John A. Hill was wounded by a minié ball, and I regret to report that his wound is very dangerous; as yet, however, I am rejoiced to state that his symptoms are all favorable. It is a penetrating wound of the abdomen, the ball having passed entirely through his body. I need not say that he is receiving the most assiduous care of Dr. Rhoades, and he has been removed to the spar deck, under the poop, that he may have the benefit of a cooler atmosphere; and I am satisfied if skill and attention can avail, his life will be saved.

At sunset we passed Georgetown and anchored some few miles below, not being able to cross the flats at night, and next morning we got underway and stood down to the light-house, off which we anchored.

I have also to report that we have several cases of the fever and have quite a heavy sick list, but we have had the worst cases removed to the spar deck and screened off for the benefit of pure air, which they could not receive on the berth deck of this ship.

I shall remain quiet for a while, and having anchored farther out for purer air, I am in hopes soon to find the crew in good health again.

In my report of the 9th instant I have called your attention to the condition of the boilers of this ship, and I deem it my duty to urge

upon you the necessity for extensive repairs to her boilers or that the ship be furnished with new boilers, which she surely needs. We have had great trouble with them, and I can now conscientiously urge that the ship be sent home as soon as possible, as, in my opinion, she is unfit for further active service without extensive repairs to her machinery and new boilers. In this opinion I am strengthened by that of the senior engineer, Mr. Lee, and who seems ever ready to repair any damage in his department that may arise. I trust that this candid expression of my opinion as to the condition of the boilers of this ship will meet with your approval. I have made it for the best interests of the service, and I respectfully urge that as soon as convenient she be sent home.

I can not close this report without calling your attention to the admirable behavior of the officers and crew of this ship on the 14th instant. The coolness and bravery of my gallant officers and crew have elicited my warmest encomiums, and as an evidence of their efficiency I beg to state that I received on board a contraband from Georgetown, and who saw Ward come in, and who reports that it was known that this ship was filled with troops. The rapidity of our fire from the great guns with canister and grape and then instantly from the rifles reflects great credit upon the officers and crew of this ship. Nor can I say less of the *Treaty*, under her gallant commander, who seemed to court the enemy's shot, and his gallant volunteer crew for the *Gem of the Sea*, and I desire to bring to your notice the most efficient services rendered by Captain Baxter and the crew of the *Treaty*. They were all indefatigable in their exertions, and stood the fire of the enemy in the coolest manner.

I have now on North Island 102 contrabands subject to your order. They are in good health, but are useless here and are consuming rations which we can not well spare. I have forwarded a letter and requisition from Captain Baxter, and I respectfully add that my provisions will only last till September 1. I send this by the sutler's schooner, *Henry R. Barnes*, kindly sent up from Bull's Bay by Captain Conroy, which, in the absence of both mail and provisions by the *Massachusetts*, enables us to supply ourselves with some comforts.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

P. S.—I should have stated in the body of the above report that I received information from various contrabands farther up the river that the machinery had been removed from the *Nina*, and some accounts stated her boiler also. This last report I do not believe, but I have no doubt that some important parts of her machinery have been taken out and, of course, she would be useless to us, and it was thought by Captain Baxter and myself not worth while to run the risk of detention up the river in this sickly season, and where, from the narrowness of the river, it would have been possible to have placed obstructions that would have annoyed us exceedingly.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant Balch, U. S. Navy, commanding U. S. S. Pocahontas, to proceed north for repairs to vessel, and commending her officers and crew for services rendered.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 21, 1862.

SIR: I have received your several reports of the 9th, 12th, and 15th instant, and am gratified at the manner in which you have conducted affairs in the waters of Georgetown. Your reconnoissance up the Black River was conducted not only with your usual spirit and energy, but with skill and judgment, and I have forwarded your interesting report of the same to the honorable Secretary of the Navy.

You will transmit to Acting Volunteer Lieutenant Baxter, of whose conduct you speak in such high terms in his management of the small prize steamer during the expedition, my warm commendation for his zealous and spirited discharge of duty.

I regret, however, to learn the helpless condition of the *Pocahontas*. We have no means of repairing her here, and it will not do to send her north later in the season. You will, therefore, on receipt of this, proceed with her to Philadelphia without delay. The *Pembina* takes you this order and your mails, with provisions for the *Gem of the Sea*, and you will leave Acting Volunteer Lieutenant Baxter in charge until I can send a steamer.

I regret to lose the *Pocahontas* from this station. Please say to her officers and men that I have ever noted the prompt manner in which she has always responded to any call for service.

With regard to yourself, it is my duty and pleasure to say that you have come up to the highest requirements of the service as a commanding officer, and I trust the Department, which is already informed by me of your merits, will give you a better vessel and send you back to this station.

Wishing you a safe run home, I am, respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,
U. S. S. *Pocahontas*, Senior Officer, Georgetown.

P. S.—I regretted to hear of the wound to Mr. Hill, the engineer. If still living, please express my sympathy.

S. F. DU P.,
Rear-Admiral.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Chief of Bureau of Construction and Repair, regarding repairs to vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 15, 1862.

SIR: The accompanying requisitions should probably go to the new bureau. If organized, will you please send them there?

We have felt sorely the deprivation of a band, which keeps down a sick list, according to my experience. The *Wabash* returned with a nucleus, and I hope to fill it up; hence the requisition for instruments.

I take this occasion to thank the Bureau, as I have already the Department, through it the officers and heads of departments at the Philadelphia navy yard, for the prompt and efficient repairs made to this ship, an amount of work that in the same space of time has not before been surpassed, and I feel quite rewarded for letting her go north, though it was no small trial, as you may suppose.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

J. LENTHALL, Esq.,
Chief of Bureau Construction and Repair.

Letter from Surgeon Clymer, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. Wabash, regarding measures for the preservation of the health of the crew of that vessel.

FLAGSHIP WABASH,
Port Royal, S. C., August 15, 1862.

SIR: In order to enable the crew of this ship to resist the debilitating effect of this oppressively hot weather, I would respectfully state that in my judgment the adoption of your suggestion to supply coffee with bread to the men immediately on turning out in the morning, would contribute very much to preserve health and strength of the ship's company.

I am, very respectfully, your obedient servant,

GEO. CLYMER,
Fleet Surgeon.

Captain C. R. P. RODGERS,
Commanding Flagship Wabash, Port Royal, S. C.

Report of Acting Master Snell, U. S. Navy, commanding naval forces in St. John's River, Florida, regarding affairs in that vicinity.

U. S. S. E. B. HALE,
St. John's River, Florida, August 16, 1862.

SIR: Acting Master Dickinson having arrived here with the *Garibaldi*, I have been able to make a careful examination of the river as far as Jacksonville.

I landed parties at several points in the vicinity of Yellow Bluff, and from the best information we can obtain the enemy has no party this side of Jacksonville composed of more than twelve men. I feel satisfied that Acting Master Crane was mistaken in supposing the enemy at work at Yellow Bluff.

The *Garibaldi* leaks so badly from wormholes that provisions placed in her for transportation would be much injured. It was with difficulty that Acting Master Dickinson kept her afloat on his return from Port Royal.

The *Uncas* goes to-day to Fernandina for coal, of which she has only a few tons on hand.

The provisions for which requisitions were forwarded some days since will soon be needed for issue on board this vessel.

Acting Master Crane, of the *Uncas*, reports that yesterday two seamen deserted from his vessel. A party was sent to cut them off and one was captured. Enclosed I forward a descriptive list of the one who escaped.

As several men have deserted from the vessels in the St. John's, it would appear necessary that an example should be made of the man captured which would prevent desertion in future.

I would respectfully request your orders in regard to this case.

Very respectfully, your obedient servant,

A. T. SNELL,

Acting Master, Comdg. Naval Force in St. John's River.

[Admiral S. F. DU PONT.]

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Vixen, to proceed to Ossabaw Sound, Georgia, for blockade duty.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 16, 1862.

SIR: So soon as you are ready you will proceed with the steamer *Vixen*, under your command, to Ossabaw Sound, Georgia, and report to Commander A. G. Clary, of the *Dawn*, for blockading duty in those waters.

I intend the *Vixen* to relieve the *Pembina* for the present, and orders will be sent by you to Commander Clary.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander JOHN L. DAVIS,
U. S. S. Vixen.

Order of Flag-Officer Du Pont, U. S. Navy, to Commander Clary, U. S. Navy, regarding the U. S. steamers Vixen and Pembina.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 16, 1862.

SIR: I send the *Vixen* to assist in the blockade of Ossabaw. Will you please order the *Pembina* to report to me here, as she requires repairs?

I send a paper of the latest date, received last night, in case your own mail has not one so late.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander A. G. CLARY,
U. S. S. Dawn, Ossabaw Sound.

Report of Rear-Admiral Du Pont, U. S. Navy, of the capture of two officers from the U. S. S. Mohawk, August 16, 1862.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 27, 1862.

SIR: I regret to inform the Department that Acting Second Assistant Engineer James D. Carpenter and Acting Master's Mate Alfred

Hornsty, of the U. S. S. *Mohawk*, were captured at North Edisto by the rebels and are now prisoners in Charleston.

These officers were permitted to go on shore by Lieutenant-Commander A. K. Hughes under a positive order not to go out of signal distance.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy. Washington.

Abstract of log of the U. S. S. Mohawk, Lieutenant-Commander Hughes, U. S. Navy, commanding.

August 16, 1862.—At 10 a. m., Mr. Carpenter, chief engineer, and Mr. A. Hornsby, acting master's mate, went on shore to walk about the beach. From 8 to midnight: The officers not yet returned.

August 17.—At 9 a. m. sent an armed force of 20 men and 2 officers on shore to search for the missing officers. At 12:30 p. m. the force returned. The party were unable to find out anything in reference to the missing officers, but from information received from two contrabands that were sent on board it appears that they were yesterday surprised by a party of about 80 rebels. They were fired at four times and afterwards supposed to have been captured, as we can find no traces of them.

Letter from Major-General Hunter, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the adoption of quarantine regulations in view of the prevalence of yellow fever at Key West.

HEADQUARTERS DEPARTMENT OF THE SOUTH,

Hilton Head, Port Royal, S. C., August 16, 1862.

ADMIRAL: I have lately received information that yellow fever of a malignant type prevails at Key West. As vessels from that place are likely to seek to enter this port, I deem it of the last importance that rigid quarantine regulations be established and enforced, and I respectfully invite your cooperation in securing that end. I shall detail a medical officer who will be instructed to board every vessel seeking to enter this port from the South, and shall require all vessels amenable to my authority to observe such quarantine as that officer may recommend. I would suggest, for the sake of convenience, that vessels belonging to the Navy be made subject to the same rule. It would materially aid my efforts in this matter if you could station a gunboat at the entrance of the harbor with instructions to stop all vessels seeking to enter and compel them to come to an anchor at the bar and await the visit of a medical officer.

I have the honor to be, admiral, very respectfully, your most obedient servant,

D. HUNTER,

Major-General, Commanding.

Rear-Admiral S. F. DU PONT,

Commanding [South Atlantic] Blockading Squadron.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, stating that orders will be issued covering quarantine regulations against Key West, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 18, 1862.

GENERAL: I have had the honor to receive your communication of the 16th instant in reference to the establishment of quarantine regulations for this harbor, and more especially in view of yellow fever of a malignant type having appeared at Key West.

I need hardly add that I shall cooperate with you most earnestly in carrying out your views on this important subject.

I will issue without delay a general order to the vessels of my fleet informing them of the proposed regulations, and will station immediately a vessel at some suitable point between this and the bar to act as a guard boat in conjunction with the health boat of the Army, on which the medical officers, I presume, will reside.

I am not prepared to suggest at this moment where the quarantine grounds should be located, and to which my attention was called verbally by your assistant adjutant-general, Captain Smith. I am disposed to think that St. Helena Sound would be preferable to any place in this harbor or the Savannah River.

I have the honor to be, general, with much respect, your obedient servant,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eyttinge, U. S. Navy, regarding matters pertaining to his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 18, 1862.

SIR: I have received your two communications of the 11th and 17th instant; also your chart of soundings made off Charleston.

The importance of your position I am fully aware of; but it is impossible for the Navy alone to hold the islands bordering the waters of St. Helena Sound, and as the Army have withdrawn their forces from the fort on Otter Island, I do not purpose to occupy it with sailors.

It would give me pleasure to send you a light-draft steamer for a short time and I will do so when possible, but at present all are otherwise engaged.

I approve entirely of your conduct toward the contrabands and advise that they be directed to go to St. Helena, to the plantations where agents are placed. If I can get any seeds for your garden they shall be sent.

I am much pleased with the spirit evinced in your communication in guarding your present important post, but I would advise great caution in all boating expeditions, as the guerrillas are active in all directions. Take care that the Navy flag hoisted over the fort be removed at night, as I do not wish it to fall into rebel hands.

There is some idea of establishing a quarantine station in St. Helena

Sound. Will you give me your opinion as to the best place for that purpose?

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant H. St. C. EYTINGE,
U. S. Ship [Shepherd] Knapp, St. Helena.

P. S.—Yours of the 25th has just been received. I will inform General Saxton of the condition of the negroes.

S. F. DU P.,
Rear-Admiral.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding vessels needing repairs and urging their prompt return to his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 18, 1862.

SIR: The Department has already been informed of the continuous wearing out of the steamers of this squadron from long and constant use, the repairs of which in many cases are beyond the capacity of our machine shop.

I have to thank the Department for its efforts to supply deficiencies thus created and for sending me four efficient vessels of their class.

But, unfortunately, I have now to report that the four regular gunboats, *Unadilla*, *Ottawa*, *Seneca*, and *Pembina*, which left in the expedition in October last and have been important vessels in this squadron, and perhaps overworked by me, have also given way.

I am pleased to say, however, they were such fine vessels and so well constructed on the whole that I am induced to believe three weeks will suffice to render them efficient again, provided some special measures are taken to require the work to be done in that time.

As these boats may be of vast importance later, and are no longer of any use to me except as a show of force, I have concluded to send them severally, as I can get them prepared, to New York, where the patterns of their machinery are, which will save time in their repairs.

I am sure the Department will hurry out the vessels it has promised me. The *Canandaigua*, *Housatonic*, and *Adirondack* have not yet arrived. The *Flambeau* and *Norwich* I thought would have been here.

As these gunboats have been a very important element in this squadron, the Department will appreciate my anxiety for their early return to it, and I respectfully submit that the rear-admiral commanding at New York, who will sympathize in this anxiety on my part, may be directed to put them instantly in hand, to authorize night work, to have the minor repairs keep pace with those on the machinery, and not permit the vessels to go out of commission or the internal organization to be broken up, if it can possibly be avoided, with such other arrangements as his own better judgment may suggest.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

P. S.—Since the above was written the *Adirondack* has arrived.

S. F. DU PONT,
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, to proceed to Nassau, New Providence, in obedience to the Department's order.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 18, 1862.

SIR: You will proceed to our force off Nassau according to the orders contained in the honorable Secretary's dispatch* of 13th August. Communicate with the consul of the United States if you can do so without violating the rules of the port of Nassau given to you on your recent visit.

You will return here with all dispatch.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain GUERT GANSEVOORT,
U. S. S. Adirondack.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Lieutenant Barnes, U. S. Navy, to assume command of the U. S. S. Dawn.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 19, 1862.

SIR: You are hereby detached from the *Wabash* and will proceed to Ossabaw Sound and relieve Commander A. G. Clary in the command of the *U. S. S. Dawn*, now blockading those waters.

I have asked the Department to approve of this appointment, as eminently due to your faithful and gallant services in this ship and squadron since the very commencement of the war.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Lieutenant J. S. BARNES,
U. S. S. Wabash.

Report of Rear-Admiral Du Pont, U. S. Navy, urging expedition in the repairs of vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 19, 1862.

SIR: The *Unadilla* leaves in the morning for New York.

I have only to refer the Department to my dispatch of the 18th instant, in relation to this and the three other regular gunboats, viz, the *Ottawa*, *Seneca*, and *Pembina*, and beg that they may be put in hand immediately as they successively arrive.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

* See Series I, volume 1, p. 417.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, of departure for Port Royal, S. C.

U. S. S. CANANDAIGUA,
At Sea, August 20, 1862.

SIR: I have the honor to acknowledge the receipt on the 18th instant of the Department's order of July 15, to proceed with this vessel to Port Royal and report to Flag-Officer S. F. Du Pont for duty; and also to inform the Department that on the day of the receipt of the order I left the anchorage off the navy yard, Charlestown, [Mass.], proceeded to the anchorage in Nantasket Roads for the purpose of ascertaining the errors of the ship's compasses, etc., and from thence to sea, this day.

I transmit herewith a muster roll of officers and men under my command, and also a report of transfers and desertions from this ship since she has been in commission.

I have the honor to be, very respectfully, your obedient servant,
J. F. GREEN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of the capture of the schooner Eliza.

U. S. S. BIENVILLE,
Off Charleston, S. C., August 21, 1862.

SIR: I have captured this day and sent to Philadelphia for adjudication the schooner *Eliza*, of Nassau, New Providence, for attempting to violate the blockade instituted by the Government of the United States on this coast.

The *Eliza* was captured about 15 miles S. E. by S. from Cape Romain light, and about 25 miles E. by N. from Charleston Bar, in 8½ fathoms of water. She was under English colors and heading to the southward, although cleared at Nassau for Baltimore.

She is loaded with 250 sacks of salt and 5 cases of cards.

Her register I believe to be spurious, and as she was in close proximity to the coast, and could give no good reason for being there, I felt myself justified in taking possession of her.

I have sent the master and mate to Philadelphia as witnesses in the case.

There was no other public vessel in sight at the time of the capture excepting the U. S. bark *Restless*, which was at anchor in Bull's Bay, distant 15 miles and out of signal distance, and, therefore, not entitled to a share.

I have sent the prize home in charge of Acting Master's Mate George T. Flick, assisted by a crew of five men, three of whom will be entitled to their discharge next October.

I respectfully request that Mr. Flick and an equal number of men to those who [were] sent home in the prize may be returned to this ship.

Herewith I enclose a correct list of the officers and crew of this ship, with their respective ratings.

Since writing the above statement the mate of the *Eliza*, who goes home in her as a witness, has informed me that they were bound into Shallotte Inlet, 25 miles west of Cape Fear.

I am, sir, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Confidential letter from Rear-Admiral Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding general affairs in the squadron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 21, 1862.

MY DEAR SIR: I wrote the Department I would give Barnes the *Dawn*. Hazard is condemned or has sent me the certificate of two medical officers which pronounce him entirely unfit for duty. Goldsborough has applied earnestly to me to be permitted to go north for another command.

I will permit him and Hazard both to return, leaving the *James Adger* and the *Florida* under the temporary command of their executive officers, Lieutenant-Commander [E. K.] Owen and Lieutenant-Commander [R. W.] Scott. Lieutenant-Commander Truxtun has the *Alabama* and Lieutenant-Commander Woolsey has the *Dale*, now in this harbor with scurvy; Lieutenant J. H. Gillis has the *Ellen*.

I did not fill these vacancies permanently, or in the order of seniority, until I could hear what the views of the Department are in reference to these commands. I presume you will immediately establish the rates of the ships according to the new law.

I desire to carry out whatever rules the Department may establish in the occurring vacancies of the squadron, but I must beg most earnestly that competent officers may be sent to command the vessels. I have several lieutenant-commanders who, to professional energy, have now acquired a local knowledge of the coast which is of immense advantage. Such men would be very superior to sluggish commanders, who are a dead weight on any squadron.

I am sorry to come again to the old tune, since writing you that the four gunboats have to go north (the *Unadilla* went yesterday and the *Pembina* is now on the beach to make it safe to send her). I have reports from the Georgetown division, and the *Pocahontas* is on her last legs; she must go north at once, and from there I regret to lose Balch even for a few days, nor does he want to go. A more devoted officer our Navy does not possess. With the greatest amount of energy and pluck and skill in handling guns, he is always ready, overcomes difficulties, and is ever genial and cheerful. He is a great favorite of mine.

Rodgers is just in with Bankhead. The engineers are through examining the *Pembina*; she is worse than the *Unadilla* and must go to-morrow. She has run more than the other four gunboats and her fires have been out seventy hours since October, 1861. Of her commander, it is my duty to say that he, too, is a superior officer; very

prompt; crew in fine discipline; vessel less out of order in ten months than any other; very prompt in getting off always. Came in yesterday and passed near the *Racer* finely; crew looking as if Latimer had dressed them. He wants an iron vessel to come to this station. He has certainly shown himself capable as a commander, and is a man of spirit, and I think may be placed with Ammen, Rhind, and Balch, all of whom have the requisites, in a varied form, for such commands. I was glad to hear Stevens had the monitor; I think he will meet your expectations.

No *Powhatan*! No *Canandaigua*! No *Housatonic*! *Adirondack* come and gone! Oh! that *Norwich* and *Flambeau*! Rodgers has an expression that some people are overmarried; there is a fair number of such in this squadron.

Four deserters, or four scouts willing to be taken, we have not quite made out, coming suddenly on the gunboats at Ossabaw. One was found to have a white handkerchief in his pocket, which was displayed, and were taken on board the *Pembina*; Northern men and mechanics, enlisted under the conscription. They brought their cavalry carbines, which I have had cleaned up (Springfield, 1855—some of the arms stolen at the Augusta Arsenal, I presume), and directed the box to you. Please keep one and dispose of the others as may be agreeable to you.

The soldiers confirm the report of the feebleness of the floating battery *Georgia*, not able to go over 2 knots, but say they are at work on the *Fingal*, which they cut down, and are trying to make a ram of; say it will be done in four or six weeks. They confirm also that we have the *Nashville* blocked up in the Ogeechee. One advantage in her having run in there instead of Charleston is that she can not get out, I hope. Contrabands who come down frequently to Bull's Bay speak very disparagingly of the Charleston rams. I am afraid to tell you this, lest you stop sending me vessels. Every vessel off Charleston is a lame duck now except the *Huron*, *Bienville*, and the sailing ships.

They are in terror on board the *James Adger*, lest her steam drum burst at any moment. Steedman says he is not fit to be outside on board the *Augusta* (a faithful ship), lest her garboard strake shall fall out. *Vandalia* has a heavy leak under her magazine, begging to come in. *Flag*, chronic leak, produced by those people in Baltimore. I have been in service some years now, but I can recall no work decently done for the Government in Baltimore. The brig *Lawrence* and the *Princeton* rise up as examples. The *Flag* is now in here for coal; if her steam gives out she will go down; and yet she was ninety-six days in that man's hands. I have read all the papers and his excuses are good for nothing; he knew she leaked when she left.

Since writing the above, a little sample of our life here has occurred. Off comes one of the commanding general's aids-de-camp, informing me a lieutenant and 40 men have been captured (I will promise you there was not a sentry placed) on Pinckney Island (close by) and wants a gunboat. Of course I have none. The *Pembina*, the only one here, is on the beach. But in fifteen minutes we put guns and howitzers on the tugs and off they go. Oh! those blessed ubiquitous tugs; they were your thought, and I have often thought if poor Mr. Morgan, so much abused, had never bought anything else, he would have earned his money. No estimate can be placed on their value here. We have managed to repair them in turn, and they have paid for themselves ten times over, to say nothing of what is worth more than money, tended

to preserve the fine health the squadron is blessed with by saving us boating.

Let me hear from you when you have time, and let me alone rather than send poor officers.

We hear that McClellan is falling back; if so, you will not want so many vessels in James River.

I was made indignant the other day by the correspondence from here in the New York Herald and New York Times of the 9th, representing us in a state of panic, etc. One of these fellows dated his letter from the *Vermont*; every officer there denying any knowledge of the same.

I have written more than you will have time to read, so I have only to add that

I am, yours, faithfully,

S. F. DU PONT.

Hon. G. V. Fox.

Assistant Secretary of the Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, regarding deficiencies in the officers and crew of the U. S. bark Gem of the Sea.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 21, 1862.

SIR: The contrabands must be cared for and not allowed to want until they can be disposed of. Have Mr. Uptegrove's several bills for pilotage, heretofore made out on a fair basis, and pay them before you leave. Transfer him to the *Gem of the Sea*.

I can not rate him, but will see that he is properly remunerated for his services.

Transfer to the *Gem of the Sea* men to fill her deficiencies, and an officer, if she requires one, and also all the contrabands now on board the *Pocahontas*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,
Senior Officer, Georgetown.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, of steamer attempting to run the blockade off Charleston, S. C.

U. S. S. PAUL JONES,

Off Charleston Bar, August 21, 1862.

SIR: I have to report that at 2:10 a. m. the noise of a side-wheel steamer underway was heard coming in from the southward. It was immediately reported to me, when in less than ten minutes I had the cable slipped and gave chase. In the meantime a side-wheel steamer was seen standing for the south or main Ship Channel, passing near the bark *Fernandina*, and moving at full speed. I had one of the 24-pounder howitzers fired for the purpose of giving the alarm to the

other blockading vessels. Soon after a light was seen in the direction of the south or main Ship Channel, when I had the 100-pounder Parrott rifle aimed and fired at it. The steamer was seen but once (so rapid was her movement), at the time she passed between this vessel and the *Fernandina*.

I stood as near as possible to the bar, where I laid, keeping a most vigilant lookout until daylight, but nothing more was seen of the chase. I am under the impression that upon finding she was discovered and chased by this vessel, she stood out to sea again.

I am, sir, respectfully,

CHARLES STEEDMAN,
Commander, U. S. Navy.

Captain [SAMUEL F.] HAZARD,
Commanding U. S. S. James Adger, Senior Officer Present.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting the cooperation of a gunboat at Pinckney Island, South Carolina.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., August 21, 1862.

ADMIRAL: The enclosed report has just been received. Can you spare a gunboat to go round the island and if possible cut off the retreat of the enemy?

I have the honor to be, very respectfully,

D. HUNTER,
Major-General, Commanding.

Rear-Admiral DU PONT,
Commanding, etc.

[Enclosure.]

HEADQUARTERS,
Graham's Plantation, August 21, 1862—7:30 a. m.

SIR: I have just received reports from Pinckney Island that the company posted on the eastern end of the island were surprised this morning by apparently three companies of the rebels. The lieutenant in command was taken prisoner and about 40 men. One sergeant and 5 privates escaped, and are reported on their way to these headquarters. They report the rebels at 6 o'clock this morning on the island in some force and wearing a blue uniform similar to our own. I have notified all my officers to have all their commands in readiness to move on to Pinckney Island. As you have been notified from Seabrook, I wait further orders, thinking you may think proper to send a gunboat to cut off the retreat of the rebels.

Yours, with respect,

JOHN H. JACKSON,
Lieutenant-Colonel, Commanding

HENRY W. CARRUTHERS,
Post Adjutant.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pocahontas, regarding affairs in the vicinity of Georgetown, S. C.

U. S. S. POCAHONTAS,
Harbor of Georgetown, S. C., August 22, 1862.

SIR: By the pilot boat *Hope*, which arrived to-day, I hasten to write and to inform you that all is quiet in this vicinity.

By the sutler's schooner, *Henry R. Barnes*, which sailed from this port on the 16th, I sent detailed reports of two expeditions, one up the Waccamaw River, on the 29th of July, and one up the Black River, 25 miles above Georgetown; on the former we met with no opposition from the enemy; but on the latter the enemy attacked us in a most spirited manner, and though many rifle shots struck the ship we had but one wounded, Acting Third Assistant Engineer John A. Hill, who received a desperate wound through the abdomen. He is alive now, and unless some bad symptoms should arise, which do not seem likely, he will recover. I only refer to these reports that should the schooner delay in reaching Port Royal you may have such information as will show that we have not been idle. I hear various reports of the enemy's loss; and from the rapidity of our fire with canister and grape, and at not over 50 yards, we must have inflicted a serious loss. The contrabands state that the whites studiously avoid letting them know the details; they claimed, I learn, that they killed from 50 to 100 Yankees.

I informed you that our sick list was a heavy one and that we had several cases of the fever. I am happy to report that the list is decreasing, and the excellent attendance of Dr. Rhoades, of this ship, together with removing the worst cases to the spar deck, has been attended with the happiest results.

In my reports by the *Henry R. Barnes* I called your attention to the fact that our provisions would last only till the 1st of September. In this connection I beg to add that the *Gem of the Sea* will require provisions by that time, and you will see the urgent necessity of sending supplies at once.

I have now on North Island some 102 contrabands, subject to your order, and, as before stated, they are entirely useless here, except for picket duty.

The boilers of this ship are in such a condition that I deem it my duty to call your attention to the absolute necessity of extensive repairs, and as you will learn from my reports above referred to, that I can now report that I am of the opinion that they are not fit for further active service. I have endeavored by careful management to keep them in running order as long as possible, knowing how great has been the demand for vessels in your fleet. In this I have been zealously assisted by the senior engineer, Mr. Lee, and all in his department.

I write in great haste, as the commander of the *Hope* reports that he has your orders to return immediately, and I have dispatched him with the least possible delay.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander, U. S. Navy, Commanding Pocahontas.

Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Bankhead, U. S. Navy, commanding U. S. S. Pembina, to proceed to New York for repairs to vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 22, 1862.

SIR: There being no means of repairing the *Pembina* on this station, you will proceed with her to New York and report your arrival to Rear-Admiral Paulding, commanding naval station there, and through him to the honorable Secretary of the Navy.

You will, on your way, call in at Georgetown, S. C., and deliver the supplies and mails which will be placed on board of you to the *Pocahontas* and *Gem of the Sea*, together with the accompanying dispatch to Commander Balch.

I take this occasion to say that you have shown yourself a very efficient commanding officer in this squadron. I have always been gratified at the very prompt manner, however short the notice, in which you were always ready for service, and the fidelity with which you executed my orders. This, with the excellent discipline of your vessel and her good order, have left me nothing to desire in the *Pembina*, and I wish you to say this to her officers and men.

I shall be much pleased to have you return to this squadron.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. P. BANKHEAD,
U. S. S. *Pembina*.

Capture of the British schooner Fanny, near St. Simon's Sound, Ga., August 22, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 25, 1862.

SIR: I have the honor to report the capture of a schooner called the *Fanny*, by the U. S. S. *Keystone State*, under Commander Le Roy, close in with the land near St. Simon's.

She was from Nassau, purporting to be bound for Baltimore with a cargo of salt. The captain and one of her crew (all of the crew being blacks) were sent in the prize to Philadelphia.

I beg here to call the attention of the Department to the master of this prize. His name is William Ryan, and is, so Commander Le Roy reports, the same William Ryan who was captured on the 19th of April last in the *Wave*, a rebel schooner out of Charleston.

I refer the Department to my dispatch of the 25th of June last, in answer to a communication from this person, who was then a prisoner in Fort Lafayette. The first use he makes of his liberty is to break the blockade. Such men, with their knowledge of the coast, are too dangerous to be permitted to be at large.

Enclosed also is a tabular statement of the vessels boarded by the *Keystone State*, in which is included the above prize.

I would explain to the Department that few of these statements are

forwarded, because no vessels ever venture near the blockading stations excepting such as are attempting to run the blockade, and these are, if possible, not only boarded but seized.

The *Keystone State* is now on a cruise along the coast outside of the usual blockading line, and of course is liable to fall in with other vessels.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Keystone State*.

U. S. S. KEYSTONE STATE,

At Sea, August 23, 1862.

SIR: I have the honor to report finding a schooner yesterday without colors, close in with the land near St. Simon's. She proved to be the English schooner *Fanny*, 22 tons burden, of and from Nassau, New Providence, for Baltimore; cargo, 200 sacks salt; Captain William Ryan and crew of four blacks. Satisfied of the character of the vessel, I have this morning started her for Philadelphia in charge of Acting Master C. H. Corser, with a crew of five men, the late captain and one of her crew only being sent in the vessel. The *Oreto*, or *Oreito* [Oreto], is said to have sailed last Sunday; her armament, sixteen short 32s, and only 25 men. A number of steamers at and sailed from Nassau for our coast. The *Nashville* has not been heard of for some time, and is thought to be blockaded in somewhere on our coast.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,

Commander.

Rear-Admiral S. F. DU PONT, U. S. Navy,

Comdr. in Chief, South Atlantic Blockading Squadron.

Report of Acting Master Corser, U. S. Navy, of arrival at Philadelphia in command of prize.

U. S. NAVY YARD, PHILADELPHIA, *September 5, 1862.*

SIR: I have the honor of respectfully reporting my arrival with the prize schooner *Fanny*, taken by the U. S. S. *Keystone State*, after a passage of twelve days of stormy weather, during which she leaked so badly that I was compelled to throw overboard a portion of her cargo in order to bail her out, her pump being totally inefficient for the purpose.

Very respectfully, your obedient servant,

CHAS. H. CORSER,

Acting Master, U. S. Navy, Prize Master Schooner Fanny.

Hon. GIDEON WELLES,

Secretary U. S. Navy.

Order of the Secretary of the Navy to Commander Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, August 23, 1862.

SIR: As soon as the U. S. S. *Norwich* is ready for sea proceed with her to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander JAMES M. DUNCAN,

Commanding U. S. S. Norwich, New York.

[Order of same date and like tenor to Lieutenant-Commander John H. Upshur, commanding U. S. S. *Flambeau*; Acting Master W. K. Cressy, commanding U. S. ship *Courier*; Acting Master John Sher-rill, commanding U. S. bark *Roebuck*.]

Order of Rear-Admiral Du Pont, U. S. Navy, to the commanding officer of the U. S. ship Onward, returning a memorial of the petty officers and crew of that vessel regarding spirit ration.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 23, 1862.

SIR: A memorial from the petty officers and crew of the *Onward* has been forwarded to me by the senior officer of the division of this squadron off Charleston on the subject of the withdrawal of the spirit portion of the ration by a recent act of Congress. The memorial had not your approval, as the commander of the *Onward*, which I am pleased to notice.

I am always ready to forward any appeals from either officers or men under my command, whether to the Navy Department or to the Congress of the United States; but these must be couched in proper terms, go through the proper channels, and be in conformity with naval usage and military propriety.

The memorial in question, which I return, is deficient in all these respects. The memorialists, among other points, have overlooked the terms of their obligations and enlistments. The shipping articles, which they have all signed, state in their second clause:

We do also oblige and subject ourselves to serve during the term aforesaid, and we do severally oblige ourselves during such service to comply with, and be subject to, such laws, regulations, and discipline of the Navy as are, or that may be established by the Congress of the United States, or other competent authority.

Congress has always regulated the Navy ration, and it has recently passed a law, approved by the President, who is, moreover, our Commander in Chief, changing that portion of the ration which allowed spirits and substituting a liberal compensation in money.

I regret to see in this petition that United States seamen belonging to the South Atlantic Blockading Squadron should look upon any act of their Government in reference to them as an act of "tyranny." No nation or government in the world pays its seamen as the United States do; no government issues such a ration to them, whether in quantity, quality, or variety. No government supplies such clothing

at cost. No government cares to the same extent for the health of its sailors. No government allows such comforts in their declining years, and no government provides to the same extent for those who come after them.

I feel mortified to think that even a few of the men under my command should, instead of appreciating such blessings, evince a querulous spirit with the exercise of lawful authority beneficently directed.

If your crew desire to petition for the substitution of the spirit ration, and do it respectfully, it is my duty to forward the same, and I will do so without fail.

Please have this communication read to them on the first Sunday muster after its reception.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant J. F. NICKELS,
U. S. Ship Onward, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant Woolsey, U. S. Navy, commanding U. S. ship Dale, regarding quarantine regulations.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 23, 1862.

SIR: In sending the *Dale* under your command to her present anchorage in this harbor I have the following objects in view:

1st. To assist the commanding general of this department, to whose province it especially pertains, in carrying out certain quarantine regulations.

2d. The sanitary regulations, the appointment of health or medical officers to board arriving vessels, will belong to the Army.

3d. The *Dale* is to be a guard ship to compel, if necessary, all vessels to come to in order to be boarded by the health officer.

4th. These regulations and others to be established by the commanding general and myself have an especial reference to vessels coming from the south generally, but more especially from Key West, where yellow fever of a malignant type is now prevailing.

5th. If the health officer should be off his station, every vessel must be detained until he returns to visit her.

6th. The boats of the *Dale* are not to board any vessel coming in until visited by the health boat. If it be necessary to bring her to, a boat may be sent for this purpose; but no one from your vessel is to go on board or receive anything from her. You will please see that this order is scrupulously obeyed.

7th. All regulations issued by the commanding general will be sent you, and such as he has already promulgated are herewith enclosed.

8th. Communications from the health officer must be made in writing or be delivered by him or his agents from a boat. There must be no communication between the boarding officers and the guard ship.

9th, and lastly. No vessel of war coming from the south of Cape Canaveral, nor the navy supply ships from the Gulf, can be permitted to pass up until they have been visited by the health officer.

All the vessels of this squadron, on showing their numbers and coming within hail of the guard ship and reporting that no infectious nor contagious disease exists on board of them, will be allowed to pass on. But all others must anchor and be first visited by the health officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant Commanding M. B. WOOLSEY,
U. S. Ship Dale.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding quarantine regulations.

Unofficial.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 23, 1862.

GENERAL: I herewith enclose a copy of my orders to the commander of the *Dale*, now anchored off Fishing Rip as the guard ship, to carry out your views in reference to the quarantine.

I wrote them in great haste. Please suggest any alterations or additions you would like to make. We have been so far mercifully spared ashore and afloat in reference to contagious and the diseases of this region. A few weeks more will carry us through, and I think we can not do too much to ward off such an evil. Command me, therefore, in every way you may desire.

How do you propose to send the health or medical officer down? Can I help you by having some concerted signal from the *Dale* to Hilton Head? When a vessel is brought to requiring to be visited, the least delay possible will be the best, as you are aware.

I am greatly pressed in my duties by the continuous breaking down of the steamers of the squadron, while attempts are increasing to run the blockade. I have information from various quarters to-day our English friends at Nassau have let out the *Oreto*, armed, under Semmes. She is forelaying the California steamers.

I am, general, yours, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, to assume command in Ossabaw Sound, and to adopt measures for the capture of the steamer Nashville.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 23, 1862.

SIR: Immediately on the receipt of this order you will please proceed to Ossabaw Sound and assume charge there as senior officer, on Commander Clary, of the *Dawn*, being relieved by Acting Lieutenant Barnes.

From various information, confirmed to-day by deserters from Savannah, I am satisfied that the *Nashville*, loaded with cotton, is at this moment either in the Ogeechee or Vernon River, the last account

stating that she is 2 miles below Beulah [Beaulieu] aground. She is intending to run the blockade.

Acting Lieutenant Barnes will give you all the information we have collected, and has some knowledge of his own of those waters. I desire that, with the *Vixen* or *Dawn*, you will make such reconnoissances as may lead to the capture of the *Nashville* or her destruction, or at least you will dispose of your force in such a way as will prevent her getting to sea through Ossabaw River.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. Conemaugh.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Ammen, U. S. Navy, commanding U. S. S. Sebago, enjoining vigilance against blockade runners.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 23, 1862.

SIR: From information received to-day there is reason to believe that the *Nashville*, loaded with cotton, is endeavoring to run the blockade. She is either in the Ogeechee or Vernon River.

You will please keep careful watch on her and another steamer called the *Emma*; the latter will probably attempt to escape through Wassaw.

Three deserters from Savannah yesterday say that she was below Fort Jackson prepared to run the blockade.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander D. AMMEN,
U. S. S. Sebago.

Order of Rear-Admiral Du Pont, U. S. Navy, detaching Captain Goldsborough, U. S. Navy, from, and assigning Lieutenant-Commander Scott, U. S. Navy, to the command of the U. S. S. Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 23, 1862.

SIR: In forwarding your commission as captain, and knowing your desire to obtain a more suitable command for active service, I will anticipate the action of the Department.

You are hereby detached from the *Florida* and can take passage in the first suitable vessel north, reporting yourself to the honorable Secretary of the Navy by letter on your arrival.

You will please transfer the command of the *Florida* for the present to Lieutenant-Commander R. W. Scott, her present executive officer.

I take occasion to bear testimony to your faithful discharge of duty in this Squadron, and to say I shall be pleased to see you return to it.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. R. GOLDSBOROUGH,
U. S. S. Florida, St. Simon's.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of the capture of the British schooner Louisa, off Cape Romain, South Carolina.

U. S. S. BIENVILLE,
Off Charleston, S. C., August 23, 1862.

SIR: I have the honor to report that I captured this morning and sent to Philadelphia for adjudication the schooner *Louisa*, showing English colors and claiming to belong to Nassau, New Providence.

The *Louisa* was captured at 6:40 a. m., about 15 miles southeast of Cape Romain and 30 miles E. by N. from Charleston Bar, in 11 fathoms of water. An examination of her papers showed that she had cleared at Nassau, New Providence, for Beaufort, N. C., and that she had on board a cargo consisting of 25 boxes of soap, 10 boxes of tea, 2 cases matches, 9 barrels mackerel, 20 barrels herrings, 1 case blue pills, 1 case powdered rhubarb, 2 buckets opium, 1 jar opium, 2 cases castor oil, 1 cask, 5 kegs, 7 boxes drugs, 1 case brogans, 5 bags coffee, 57 bags salt, 2 barrels pork, 4 barrels kerosene oil, 13 cases yeast powder, 1 case shoes, 9 barrels copperas.

The *Louisa* is schooner-rigged, registered 17½ tons, although apparently much larger; is of pilot build and painted light lead color. Her register I believe to be spurious, having no official authentication on it. She had no crew list on board, and her clearance is not endorsed by the American consul. These facts, together with her proximity to the coast of South Carolina and the nature of her cargo, determined me to capture her. I have sent the schooner to Philadelphia in charge of Acting Master John D. Barclay and a prize crew of five men. I have also sent home in her the late master and one seaman as witnesses in the case. There were no other public vessels in sight at the time of the capture excepting the gunboat *Pembina*, and she was out of signal distance, bound north.

I am, sir, very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

P. S.—Since writing the above, three contrabands that came off from Charleston to the *James Adger* last night have recognized the schooner as one formerly belonging to that city, having sailed from there about two months ago.

[Similar reports sent same date to Secretary of Navy and Hon. John Cadwalder, judge United States district court, Philadelphia.]

The letter to Judge Cadwalader contained in addition the following paragraph:

The *Louisa* had on board a crew of five men and one passenger when captured; the latter has informed some of the officers that he had recently run the blockade, outward bound, from Ossabaw Sound.]

Report of Acting Master Devens, U. S. Navy, regarding the seizure of the French bark La Manche.

U. S. SHIP INO,
Lat. 38° 41' N., Long. 69° 59' W., August 23, 1862.

SIR: I send to Boston, in charge of Acting Master B. F. Jones and Acting Master's Mate Samuel Merrill, the French bark *La Manche*,

whose papers are very irregular, and the manifest is most undoubtedly of rebel production, and contains the following sentence: "That the captain or master swears that no portion of his cargo is intended to be relanded in the Confederate States."

On none of his papers can be found the name of the naval officer at New Orleans. His clearance and bill of health have the initials "E. S. H.," being that of his consignee, according to his account.

In answering questions, he seemed greatly confused. When I asked him if he had any papers signed by General Butler, he said no, and had never heard of him; knew nothing of any of our men-of-war and had seen none.

From the incorrectness of his papers and his general deportment, I am convinced that I shall be justified in so doing.

As New Orleans is under military rule, I should suppose some paper signed by General Butler or by some of his officers would be given a vessel leaving that port.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General instructions regarding signals for the vessels on the Charleston blockade.

U. S. S. PAUL JONES,
Off Charleston, August 25, 1862.

The vessels blockading Charleston will recognize each other at night by the following signals:

First show a light (signal lantern), held on deck or guard, and, if possible, so that it will be only seen by the vessel to which the signal is made. When answered in the same manner cover the light for about fifteen seconds, then flash it twice by covering and uncovering, with the interval of fifteen seconds apart. Steamers will always flash with red lights; sailing vessels will flash with white lights. After flashing and being answered, no more lights must be shown.

Firing guns will show that an attempt is being made to run the blockade, or appearing to be made, and that the vessel making the signal is not sure of being able to manage the case herself.

Especial care will be taken on board the steamers to have their fires at daybreak in condition for going ahead fast, and also at high tide at night.

Either of the stationary vessels distinguishing pennants hoisted above the answering pennant means strange sail in sight.

The answering pennant from same vessel above distinguishing pennant means strange sail is suspicious.

On and after Monday, August 25, and until further instructions, all vessels, when underway at night in the vicinity of blockading squadron, will hoist the following lights at their gaffs:

Monday, two perpendicular lights, red above white.

Tuesday, two perpendicular lights, white above red.

Wednesday, two perpendicular lights, red above white.

Thursday, two perpendicular lights, white above white.

Friday, two perpendicular lights, red above white.

Saturday, two perpendicular lights, white above red.

Sunday, two perpendicular lights, white above white.

Anyone of the blockading squadron discovering a vessel making an attempt to run out or in the harbor, will fire a gun or discharge a rocket in the direction of the course the enemy is steering. This will be considered also as giving the alarm to the whole blockading squadron to be on the alert.

Fog signals.

In a fog they will recognize each other by the steam whistle, thus: A long whistle will be made, and, when answered, short ones, with pauses as described by the numbers below.

The sailing vessels will make fog signals with their bells in the same manner as described for the steam whistle.

Powhatan, 1 whistle.

Keystone State, 2 whistles.

Bienville, 3 whistles.

Flag, 4 whistles.

Memphis, 5 whistles.

Marblehead, 6 whistles.

Norwich, 7 whistles.

Huron, 7 whistles.

Flambeau, 8 whistles.

South Carolina, 1 short whistle, followed by 1 long and then 1 short one.

Canandaigua, 1 short whistle, followed by 1 long.

Mercedita, 2 short whistles, followed by 1 long.

Quaker City, 3 short whistles, followed by 1 long.

Housatonic, 4 short whistles, followed by 1 long.

Seneca, 5 short whistles, followed by 1 long.

Unadilla, 5 short whistles, followed by 1 long.

Ottawa, 2 short whistles, followed by 2 long temporary.

Wamsutta, 1 short whistle, followed by 2 long temporary.

Augusta, 1 short whistle, followed by 3 long temporary.

America, 2 bells.

Blunt, 3 bells.

Restless, 4 bells.

Para, 5 bells.

Onward, 5 bells.

Vandalia, 6 bells.

Fernandina, 7 bells.

General order.

The running lights are only to be hoisted when in the neighborhood or approaching one of the blockading vessels, and to be kept up no longer than absolutely necessary. The flashes will then be made, if necessary.

Commanders of vessels are expected to use the utmost care in not firing into a vessel until well satisfied she is attempting to run the blockade.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, in view of the presence of blockade runners off Charleston.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 25, 1862.

SIR: The *Scotia*, side-wheel; *Despatch*, side-wheel, and the *Herald* are hovering around to run into Charleston.

Please extend your time up in that direction.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. *Keystone State*, Cruising.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Sebago, referring to the blockade runners Nashville and Emma.

U. S. GUNBOAT SEBAGO,
Wassaw Sound, Georgia, August 25, 1862.

SIR: I have the honor to acknowledge your note of the 23d instant, in relation to the steamers *Nashville* and *Emma*. I hope the latter may endeavor to run the blockade at this point, as I think there is not the least probability of her success.

The *Sebago* is anchored in the evening near the inner buoy; this gives us command of the Tybee River channel, as well as that of Wilmington River. I think it impossible that any vessel can evade us.

I have also to acknowledge the arrival by the *Planter* of ten good contrabands and a lot of stores obtained on requisition.

In the event of your wishing to hasten the *Seneca* north, I feel satisfied that I can fully command this entrance against any force likely to be brought against us. It is proper to remind you, however, that we have only about eight days' coal for banked fires.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Commander.

Rear-Admiral SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Urann, U. S. Navy, requesting to be relieved of the command of the U. S. S. Patroon.

U. S. S. PATROON,
St. Simon's, August 25, 1862.

SIR: In compliance with orders received on the 24th, I have reported to Captain Goldsborough, of the U. S. S. *Florida*, for command on board the steamer *Patroon*.

I hereby ask that I may be detached from said command, as I am not sufficiently acquainted with the duty of commander and would rather be acting master on board some good vessel.

I remain your obedient servant,

WM. D. URANN,
Acting Master, U. S. Navy.

Rear-Admiral S. F. DU PONT,
U. S. S. *Wabash*, Port Royal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting extracts from dispatches received from U. S. consuls at London and Liverpool.

NAVY DEPARTMENT, August 26, 1862.

SIR: I transmit herewith for your information extracts from dispatches received by the Secretary of State from U. S. consul at London, dated August 8 and 9, relative to the *Harriet Pinckney* and her cargo, the cargo of the *Agrippina*, infernal machines, or torpedoes, now being constructed, and the plan of the rebels for a general strike in September. Also extract from the dispatch of the U. S. consul at Liverpool, relative to the *Gladiator* and *Sunbeam*.

Very respectfully,

GIDEON WELLES.

Rear-Admiral S. F. DUPONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosures.]

No. 54.]

U. S. CONSULATE,
London, August 8, 1862.

SIR: In my dispatch of the 2d instant, I stated that the steamer *Sylph* had arrived in the Thames from Hamburg and was discharging her cargo of arms mainly into the *Harriet Pinckney*. That operation was completed on Wednesday morning, men having worked all night taking in cargo, patent fuel, etc., and the *H. P.* was this morning, the 7th, taking in gunpowder at Purfleet, and will go to sea immediately, probably this evening or to-morrow.

The *H. P.* is said to have run on the trial trip 18 knots per hour. Whether this be so or not she is a fast boat, and her speed was the reason for reshipping the munitions of war from the *Sylph* to her. I believe the purpose of her owner is to make an attempt to get his ship into some Southern port held by the rebels. He says if he loses two steamers out of three he can make it profitable. I send herewith a description.

August 9.—She took in 75 tons of powder and sailed last evening.
* * *

Two Confederate agents in London have said within twenty-four hours that when their plans are matured their whole fleet will leave Nassau together. It is very probable that steamers 290 and the *Merrimac*, if they do not intend to attempt to pass the blockade, will proceed direct to Nassau or vicinity. I have just obtained an additional invoice of the *Agrippina*. She is a sailing vessel, but her cargo is valuable to the Confederates. * * *

The *Harriet Pinckney* has, among other war materials, about 24,000 rifles, 18 cannon, with carriages, shells, swords, etc. I hope to have the agreeable news of her capture.

I am, etc.,

F. H. MORSE,
Consul.

Hon. W. H. SEWARD,
Secretary of State.

[Subenclosures.]

Screw steamer *Harriet Pinckney*, built at Middleboro July 23, 1862, of the port of London: Length, 191.3 feet; breadth, 28.9; depth, 17.6; gross tonnage, 714; deduct engines, 143.40=571.40.

Engines, 90-horsepower; one deck, two masts, brig rig, elliptic stern, Clench build, no gallery, no head; iron frame. Date of register, July 24, 1862.

Owner, Thomas Sterling Begbie, 4 Mansion House Place, London.

—

Additional cargo of Agrippina.

◇ B	T	2 cases pistols.
	R	1 case 1 $\frac{3}{4}$ leather.
◇ N D		6 cases rifles.
◇ B	B	20 cases
	C	6 cases
	D	6 cases
	E	6 cases
	F	8 cases cannon.
	A	5 cases
	B	4 cases
	A	11 cases
	B	71 cases
◇ N D		65 casks 6,184 pounds powder.
		15 cases cartridges.
		1 case percussion caps.
		39 barrels 3,900 pounds powder.
◇ B		1 case cartridges.
		248 cases iron castings.
◇ B	T W	6 cases signal rockets.
		1 barrel signal lights.
		4 packages tubs.

—

Dispatches 55 and 56, dated August 8 and 9, from the U. S. consul at London to the Secretary of State, mention that infernal machines, or torpedoes, are now being made in England for the rebels to use in boats against our vessels in Southern harbors. The design is to put them afloat under the most favorable circumstances that can be selected and sent among our ships, and if the explosion takes place at the right distance the consequences will be most horrible.

No. 56.]

U. S. CONSULATE,
London, August 9, 1862.

SIR: * * * In the councils of the Confederates here there is still talk of a great and decisive blow to be struck at the Union Army and Navy in September when they say their preparations will be made to carry out their plans. May not the collection of gunboats, infernal

machines, and large stores of war materials at Nassau and vicinity, and even the cry of the British press which has commenced here against what they call "Yankee blockade" of a British port, Nassau, be preparatory steps in this plan of theirs for one great and, as they say, final successful struggle?

I am, etc.,

F. H. MORSE,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary of State.

U. S. CONSULATE,
Liverpool, August 8, 1862.

SIR: Referring to my dispatch No. 101 and the sailing of the steamer *Gladiator*, I have now to state that on the 5th instant the official publication of the clearance of this vessel was made. You will recollect she sailed on the 30th of July. On the 4th of August, six days after she sailed, she was entered to load for Bermuda and on the same day cleared for this last-named port. At this time, when she was entered to load for Bermuda, she was probably 1,000 miles from Liverpool on her journey. The official publication was made on the day after. The first publication of her cargo was made to-day. I have obtained a copy of her manifest so far as the cargo has been entered at the custom-house. You will see that her cargo is of a nature that fully justified me in saying that she ought to be captured wherever found. There are already entered 675,000 cartridges, 2,940,000 percussion caps, 106,600 pounds gunpowder, 11,570 rifles, 9,840 muskets, 18 brass cannon, and 6 steel rifled cannon, 86 tons saltpeter, with swords, pistols, etc.

In dispatch of August 6, reference is made to the sailing of the screw steamer *Sunbeam*. This vessel is intended to run the blockade. Her cargo consists of gunpowder, muskets, etc. They are all intended for the rebel Government. Large quantities of arms, gunpowder, and military stores of all kinds are now being shipped by the merchants at this place to Havana in the packets that sail weekly for that place. They expect to run these into the South on the steamers which have been purchased and sent to Nassau, Bermuda, and Havana for that purpose. * * *

I am, etc.,

THOS. H. DUDLEY,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to the commandant navy yard, New York, directing that the repairs to the gunboats Unadilla, Ottawa, Seneca, and Pembina be executed without delay.

NAVY DEPARTMENT, *August 27, 1862.*

SIR: Rear-Admiral Du Pont has informed the Department that the gunboats *Unadilla, Ottawa, Seneca, and Pembina*, important vessels in the squadron under his command, have given away, and that he has

concluded to send them to New York for repairs, expressing a desire that the work be done upon them may be executed as early as practicable, that he may again have their services.

The Department desires that the repairs may be executed without delay, upon their arrival, and calls attention to the following paragraph from Rear-Admiral Du Pont's dispatch.

As these gunboats have been a very important element in the squadron, the Department will appreciate my anxiety for their early return to it, and I respectfully submit that the rear-admiral commanding at New York, who will sympathize with this anxiety on my part, may be directed to put them instantly in hand, to authorize night work, to have the minor repairs keep pace with those on the machinery, and not permit the vessels to go out of commission, or the internal organization to be broken up, if it can possibly be avoided, with such other arrangements as his own better judgment may suggest.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of the Secretary of the Navy to Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to proceed to Boston, and to Port Royal, S. C.

NAVY DEPARTMENT, August 27, 1862.

SIR: Your letter of the 18th instant has been received. You will proceed to Boston with the *Gemsbok* and fill up her crew, after which you will proceed to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Lieutenant EDW. CAVENDY,
Commanding U. S. bark Gemsbok, Provincetown, Mass.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, giving consular information regarding the sailing of vessels from Nassau, New Providence.

NAVY DEPARTMENT, August 27, 1862.

SIR: The U. S. consul at Nassau, New Providence, writes to the Secretary of State under date of July 31:

On the 29th instant the steamers *Leopard* and *Minho* sailed for Charleston, S. C., with full and valuable cargoes of arms, powder, etc. This morning the steamer *Columbia* left for the same destination. This last-named vessel has lain at the wharf in front of this consulate for the past week taking on board, openly, heavy ordnance, all sorts of munitions of war, and large bales marked "C. S. A." The *Kate*, lately arrived from Charleston, took to that port on her last trip a complete and powerful steam engine, said to be destined for the equipment of the steam rams building at that place.

Very respectfully,

GIDEON WELLES.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdy. Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, to proceed with the U. S. S. Augusta to Philadelphia, for repairs to vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 27, 1862.

SIR: The *Augusta*, under your command, having been surveyed and requiring repairs beyond the capabilities of our machine shop, you will, as soon as ready, proceed with her to Philadelphia and report to Commodore Pendergrast, and through him to the honorable Secretary of the Navy.

I take this occasion to express my very sincere approbation and appreciation of the services rendered by the *Augusta* on this station. If I am not mistaken, no vessel has seen more outside blockading service and been less in port, and whose fires have been so seldom drawn.

You have always been ready for service and efficient in its performance.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander E. G. PARROTT,
U. S. S. *Augusta*.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. steamers Canandaigua and Housatonic.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 27, 1862.

SIR: I have the honor to report the arrival to-day of the U. S. S. *Canandaigua*.

I am earnestly looking for the U. S. S. *Housatonic*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of Commanders Steedman and Mullany, U. S. Navy, regarding the blockade of Charleston, S. C.

Confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 28, 1862.

SIR: I had unpleasant information to convey this morning to the Department, the loss of that splendid ship, the *Adirondack*. This evening Captain Hazard came from Charleston and I am fairly oppressed by what he tells me of the insufficiency of the blockade.

While he bears testimony to the further closing in of the line of ships, to the boldness of the boats at night going in sometimes within 150 yards of Fort Moultrie, and to the ceaseless vigilance of both officers and men, he admits that the violations have been frequent, and,

according to the best accounts, there are at this moment no less than eight steamers painted lead color in the harbor of Charleston. Though my force has been kept up to twelve vessels, with great difficulty it is true, and which I can no longer continue to do, I have been very apprehensive that some vessels would get in, as we have had thick weather and much rain, but I was not prepared for such a result. I think it probable that some two million sterling of arms and merchandise have gone in the last ten days. The *Herald* has succeeded again, having the most skillful man on the coast on board of her (Coxetter).

I feel as much regret to convey this information as the Department will to receive it, but I have done my best; the officers have done theirs; it is for the Department to apply the remedy. I have no more ships to send there. Many vessels are still at Nassau coming this week. My best vessel, the *Bienville*, must come in for coal, and we have from reliable authority what I have always apprehended, that our sailing ships were much more favorable to the blockade runners than to ourselves.

Enclosed are important communications from Commanders Steedman and Mullany and memoranda of information given by a Mr. Lussen, to which especial attention is called.

As I desire that the Department should have every information, I have directed Captain Hazard to report to the honorable Secretary of the Navy in person, for though this officer has not been very long on this station, he has been the senior officer off Charleston during this last pressure on the blockade.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

P. S.—I am grieved to add that up to this hour neither the *Norwich* nor *Flambeau* have appeared. A more discouraging evidence of the inability of the navy yards to repair vessels in an ordinary time I have never known. There is no telling how different the result might have been if these two vessels had been off Charleston during the last ten days. The surveying officer stated three weeks would be required to repair the *Flambeau*. Those of the yard said four weeks. It is six weeks and two days to-day since the *Flambeau* arrived in New York.

S. F. DU P.

[Enclosures.]

U. S. STEAM GUNBOAT PAUL JONES,

Off Charleston, August 26, 1862.

SIR: The information contained in the two letters addressed to me by Commander Mullany and Lieutenant Commanding Nicholson (which I herewith enclose) is in my opinion so important that I have decided to dispatch the *Blunt* to Port Royal for the purpose of placing it before you.

We have had for the last three days very thick weather, which has been of great advantage to vessels running the blockade.

With the few vessels we have here I think it almost impossible to keep steamers from running in or out of Charleston.

The *Bienville*, the only efficient steamer here, is now nearly out of coal, and I fear I will be compelled to send her to Port Royal for a supply.

To add to my annoyance the spare tiller of this vessel is broken and can not be repaired. The main tiller is so much out of order that I apprehend that at any moment it may become useless. Should this occur in heavy weather most serious consequences must ensue.

The suggestions contained in Commander Mullany's letter I most highly approve. I beg leave most respectfully to call your favorable attention to him. It was my intention to have made similar suggestions, but this intelligent officer has anticipated me.

Mr. J. Martin Lussen, the passenger captured on board the schooner *Louisa*, I have sent you in the *Blunt*. From him you will, I am satisfied, obtain valuable information.

I have the honor to be, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

[Subenclosures.]

U. S. S. BIENVILLE,

Off Charleston, S. C., August 25, 1862.

SIR: I have to report that at early daylight this morning I discovered a sea steamer underway in the harbor of Charleston, just inside of Fort Moultrie, flying the English ensign at the stern and the rebel flag at the fore. Shortly afterwards she stood up to the city and finally anchored at the quarantine ground south of Fort Sumter. I believe the steamer to be the *Scotia*, and that she ran the blockade last night. She has two masts; no head boom, yards, nor topmasts, and two white smokestacks, which are close together.

It was not possible for her to pass through either the Maffitt's or North channels, which are guarded by this ship and the *Huron*, for the reason that we had a good view of them both throughout the night. My anchorage is situated midway between the North Channel and the west end of Rattlesnake Shoal, in 3½ fathoms of water. I was on deck throughout the night, and can therefore speak confidently. I had a boat at anchor close in with Fort Moultrie last night and the night previous from 8 p. m. until 4 a. m., and propose to send her again to-night. Nothing can possibly get past her, going through either the North or Maffitt's channels. It blew very fresh throughout the night and was cloudy, but not sufficiently so to have prevented our seeing any vessel attempting to pass us.

I think it highly probable the *Scotia* got in by passing through the Pumpkin Hill to the main Ship Channel and keeping close to Morris Island.

While on this subject permit me to suggest that this blockade would be rendered much more efficient if we had three or four small screw steam tugs of very light draft to send close in to the entrance of the harbor at night, to remain from 8 p. m. until 4 a. m. I do not think anything could pass them without being seen. The tugs ought to be quite small, low pressure, of very light draft, with a rifled 20-pounder

forward, and painted lead color. In the event of bad weather they could always make a harbor in Stono River, distant 10 miles.

We require better glasses for the work we are employed on than those now furnished. The vessels employed in running the blockade are provided with day and night glasses of the most superior quality, while ours, as you are doubtless aware, are of the most ordinary kind.

We found on board of the steamers captured by this ship spyglasses for day and double glasses for night work of a far superior order to any of ours. We are much in want of a chart of the harbor of Charleston and the adjacent coast, say from Bull's Bay to Stono, on a large scale. The only one now in use is a preliminary chart and is on entirely too small a scale.

I have on board a very intelligent man, a Frenchman by birth, though educated in Germany, who was on board the schooner *Louisa* when captured by this ship. He claims to have been a passenger, and as there was neither crew nor passenger list found on board, we have nothing to prove to the contrary. I have found among his baggage a lot of charts which proved to have been used on board the privateer *Jeff. Davis*. Subsequently he made admissions which satisfied me that he had been on board of the *Jeff. Davis*, steamers *Kate* and *Nashville*.

I would suggest that if he is sent to the admiral considerable information may be obtained from him relative to the blockading business, as, for some reason, he is disposed to be communicative. In the meantime, I will obtain all the information I can from him, and will forward it to you with this communication.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Commander CHARLES STEEDMAN,
Commanding U. S. S. *Paul Jones*, Senior Officer off Charleston.

[Endorsement.]

Better glasses have been furnished.

S. F. D. P.

U. S. S. BIENVILLE,
Off Charleston, S. C., August 26, 1862.

Memorandum of information derived from Mr. John Martin Lussen, a passenger taken from the prize schooner *Louisa*:

The *Louisa* left Nassau with the intention of running the blockade of Charleston. Lussen was formerly engaged running the blockade in the steamers *Nashville* and *Kate*.

The manner of running the blockade of Charleston is as follows: Vessels intending to run lay off in 18 to 20 fathoms water; toward night run in and make one of the blockading fleet; then run to the northward and eastward until clear of the fleet, then run for land until in their draft of water; then follow the shore down, passing inside Rattlesnake Shoal.

In going out they take the southern shore; lights are placed on Fort Johnson and other places, from which to take their departure.

There is an opening in the south breakers sufficient to pass vessels drawing 15 feet water. Such vessels take their departure from a light

on Fort Johnson which is in range with said opening; a small boat being placed in said opening to give warning in case of danger being seen. After passing through the breakers they steer S. W. for the shore until they reach their draft (as in coming in), then run 4 or 5 miles along shore until clear of the fleet, then steer S. S. E. for Nassau, etc. Vessels of light draft pass between the shore and south breakers. He stated there must be eight steamers in Charleston ready to run the blockade, viz, *Minho*, *Hero*, *Lloyds*, and *Floyd*, propellers and three-masted each; *Columbia*, propeller, two masts, and *Huntress* and *Herald*, side-wheel and one mast or flagstaff. Also the *Scotia*, which vessel was due here three days ago, and which he thinks went in yesterday morning, as the vessel seen at the fort had her appearance. She is loaded with 48 pieces of artillery (40 of them are Blakely rifles, 12-pounders), carriages, harness, and ammunition for the same; he thinks the whole of them will run between this and the first quarter of the moon, and that by cruising for them at points off Nassau (named by him) they may all be captured if they escape from this place.

He also states that the *Oreto*, which left Nassau fifteen days ago, proceeded to Ragged Island with a schooner in tow, loaded with guns, ammunition, etc., for her use. His knowledge of her is such that he claims to be able to take us to the spot where she is fitting out, if done immediately. He was offered a commission on board of her, but refused. (He was formerly sailing master in the Peruvian Navy.) The *Oreto* is to be armed with Blakely rifles—65-pounders.

There are also five other vessels ready or nearly so for cruising.

He states that the harbor of Charleston is obstructed by rafts (floats), so constructed that they will blow up upon vessels passing over them. They are anchored in the channel between Forts Sumter and Moultrie. A space is left between them for blockade runners to pass out, which will be filled by two other rafts (kept ready) upon a demonstration being made by us. They are filled with an explosive fluid, put in cylinders and placed inside the floats, connected with copper tubes, the ends of which run up near the surface of the water and are prepared with fulminate of mercury, etc. In reference to capturing vessels off the Bahamas that have run the blockade from this or other points, or that may leave Nassau with the intention of running the blockade, he says he is able to take this vessel to places where she can secrete herself until the steamers now in Charleston would run into our power before they were aware of it, and thereby capture the greater part of them within the next two weeks. The light-house keepers about the various points of Nassau are in the pay of the Confederates. It is evident the treatment he has received from the parties with whom he has been engaged has been such as to embitter him against them. He feels that the dangers risked by him have not been appreciated or rewarded; consequently his communicativeness.

No doubt much information of a similar kind to the above can be obtained upon further interrogation.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Commander CHAS. STEEDMAN,
Commanding U. S. S. *Paul Jones*, Senior Officer off Charleston.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the escape of a blockade runner out of Charleston, S. C., August 28, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 2, 1862.

SIR: I regret to report the escape of a steamer from Charleston on the night of the 28th ultimo through Maffitt's Channel.

At 8 o'clock in the evening Commander Mullany, of the *Bienville*, sent his launch to guard the entrance of that channel, in charge of Acting Master Rogers, who anchored his boat only three-fourths of a mile E. S. E. from Fort Moultrie.

Near 10 o'clock he saw a steam propeller passing outward close along the beach, moving silently and swiftly.

He immediately fired a rocket and burned a blue light—the signals agreed upon—and the *Bienville* at once slipped her cable, alarmed the rest of the fleet, and gave chase, but was unable to see anything of the escaping vessel.

Shortly afterwards guns were fired from the *America*, which, with the *Flag*, guards the N. E. entrance to Maffitt's Channel, but on the *Bienville* reaching them the steamer had succeeded, in the darkness, in escaping.

Charging Master Rogers, in charge of the launch, reports that though the steamer passed within 300 yards of him, yet when the land behind was higher than the hull he could see nothing of her, and it was only when she passed a low opening in the beach that she was in sight at all.

I refer to this particularly that the Department may be apprised of one of the great difficulties of the blockade of this port of Charleston.

The above is the substance of detailed reports from Commander Mullany and Acting Master Rogers, presuming that the Department would prefer to have a condensed statement rather than copies of the reports themselves.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding the escape of a blockade runner out of Charleston, August 28, 1862.

U. S. S. BIENVILLE,
Off Charleston, S. C., August 29, 1862.

SIR: I have to report that a steamer escaped from the harbor of Charleston last night and went to sea through Maffitt's Channel.

At 8 p. m. I sent the launch in charge of Acting Master Rogers to guard the entrance to Maffitt's Channel. At 9:45 p. m. a rocket was sent up and a blue light burned by the launch, which was the signal agreed upon in case a vessel attempted to run out. I immediately slipped my cable, sent up a rocket, and fired a gun to alarm the fleet, and gave chase, but could see nothing of the vessel attempting to escape. Shortly afterwards the *America*, which, with the *Flag*, guarded the northeastern part to Maffitt's Channel, commenced firing guns. It was then evident that the enemy was at that end of the line,

and, as the *Flag* was near the *America*, I presumed they would succeed in capturing him; but when I got up there, having to round Rattlesnake Shoal, I learned that he had probably escaped.

For your further information, I beg to enclose the report of Acting Master Rogers, by which it appears that he could hardly discern the enemy, though less than 300 yards distant from him.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure.]

Copy of a report of Acting Master Rogers, enclosed in a letter to Rear-Admiral Du Pont, August 29, 1862.

U. S. S. BIENVILLE,
Off Charleston, S. C., August 29, 1862.

SIR: In conformity to your orders, I left the ship last night in command of the launch, with a 12-pounder howitzer and an armed crew. At 8:30 p. m., anchored about three-fourths of a mile E. S. E. from Fort Moultrie; about 9:45 saw a steam propeller passing outward, close along the beach; she moved silently and swiftly. I immediately [got] up anchor and turned to follow in chase, fired a rocket and burned a blue light.

Soon after the battery at Breach Inlet fired a shell which ricocheted across the bow and exploded outside of me. Seeing the rockets and hearing the guns from various vessels of the squadrons, I supposed he might be turned back, and as chasing was out of the question, I hauled into the channel near the beach to oppose his return; but seeing nothing I came out at 4 a. m. to return to the ship.

I would remark that he passed within 300 yards of me, but when the land behind him was higher than his hull I could not see him. As he passed the low opening in the beach I had a fair view of him, but lost it as soon as he passed in front of high land, and a dark cloud to the N. E. helping to obscure him.

Very respectfully, your obedient servant,

JOHN A. ROGERS,
Acting Master.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, to proceed to the assistance of the U. S. S. Adirondack, wrecked on Man of War Cay, Bahama Islands.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 28, 1862.

SIR: The painful intelligence which has just reached me of the loss of the U. S. S. *Adirondack* compels me to suspend the repairs contemplated on the *Canandaigua* and to urge the completion of such as are

* For reports relative to the wreck of the U. S. S. *Adirondack*, see Series I, volume 1, pp. 419-428.—COMPILERS.

absolutely necessary to get your ship to sea at the earliest possible time.

You will then proceed with all dispatch to Man of War Cay, east point of Abaco, where the *Adirondack* was wrecked, and render all the assistance in your power to Captain Gansevoort in saving persons and public property.

Captain Gansevoort and yourself, from your well-known experience, will adopt all the necessary measures to secure, through the U. S. consul at Nassau, the recovery of the machinery and armament of this vessel. I can not give you more specific instructions.

The officers and crew of the *Adirondack* you will bring to this port unless some favorable opportunity should occur of sending them to a Northern port by steamer.

You will find enclosed certain papers which may be of service to you in your present duties.

You are aware that the *Oreto*, armed privateer or pirate, under ex-Lieutenant Maffitt, has been permitted to leave Nassau and when last heard from was at Diana Cay, near Cardenas, coast of Cuba, said to be armed with six rifled guns, but with a short crew. In one of the enclosed papers is a description of this vessel.

I have also been informed that Laird gunboat, or as called in Liverpool the *290*, under the command of [J. D.] Bulloch, formerly in the U. S. Navy, has arrived at Nassau and may possibly now be on the ocean.

You will please keep a lookout for these vessels on your way going and coming, and any others intending to run the blockade.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN, U. S. Navy,

U. S. S. Canandaigua, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Rhind, U. S. Navy, commanding U. S. S. Seneca, to proceed north for repairs to that vessel.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., August 28, 1862.

SIR: The *Seneca* needing repairs which can not be made at Port Royal, you will proceed north, towed by the *Augusta*.

The *Augusta* proceeds to Philadelphia, but if on arriving off the capes of the Delaware you can with safety continue to New York, do so; otherwise you will go into Philadelphia.

On your arrival at either city you will report yourself to the commandant of the station and through him to the Secretary of the Navy.

I can not better convey my appreciation of your services on this station than to express the desire that you may be continued in the *Seneca* and return to this squadron.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Lieutenant-Commander A. C. RHIND,

U. S. S. Seneca.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, enjoining watchfulness.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 28, 1862.

SIR: You will be careful while alone in the river to avoid the possible approach of boats, and not ascend the river.

Respectfully,

S. F. DU PONT,
Rear-Admiral.

Acting Master L. G. CRANE,
Commanding U. S. S. *Uncas*, St. John's River.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Semmes, U. S. Navy, senior officer St. Simon's Sound, Georgia, regarding the protection of the inlets in those waters.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 29, 1862.

SIR: I am dispatching the schooner *Plandome* with stores and coal for the vessels in your division.

You will, on her arrival, dispatch the *Florida* to this place, making a proper disposition of the vessels in your command to guard the various inlets liable to be entered by vessels breaking the blockade.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander A. A. SEMMES,
Senior Officer, St. Simon's.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Baldwin, U. S. Navy, transferring him to the command of the U. S. S. James Adger.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 29, 1862.

SIR: You are hereby detached from the U. S. ship *Vermont* to assume command of the U. S. S. *James Adger*, now off Charleston.

You will please make all preparations to join your ship, and I will give you the earliest information of an opportunity to do so.

The *Augusta* will probably leave to-day, or at least to-morrow morning, and if ready you can take passage in her.

The *Adger* is the only steamer now off Charleston not in want of coal, or I would order her down here.

On your arrival off Charleston, you will report to the senior officer there.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral.

Commander A. S. BALDWIN,
U. S. Ship *Vermont*.

Report of Acting Master Sherrill, U. S. Navy, of the sailing from New York of the U. S. bark Roebuck.

U. S. BARK ROEBUCK,
At Sea, off Sandy Hook, August 30, 1862.

SIR: I have the honor to inform the Department of the sailing of the U. S. bark *Roebuck* this day, in obedience to your orders of the 23d instant. I enclose a true list of the officers and crew of this vessel.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, of his arrival at St. George, Bermuda, and giving information regarding blockade runners.

U. S. SHIP INO,
St. George, Bermuda Islands, August 30, 1862.

SIR: I have the honor to announce my arrival at this port yesterday morning, coming to anchor at quarter past 10.

I soon after visited the American consul, from whom I learned that there are three steamers now lying in port, named the *Harriet Pinckney*, *Gladiator*, and *Phæbe*, cargoes on board, that intend, without doubt, to run the blockade.

I received an order from the governor yesterday notifying me to go to sea at the expiration of twenty-four hours, and in obedience to that order I am now getting underway for Port Royal, where I shall transmit to Rear-Admiral Du Pont all the information I have received.

I am, sir, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, to repair to Port Royal Harbor, S. C., for conference.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 31, 1862.

SIR: On the receipt of this dispatch you will please repair to this port, as I wish to consult you on the propriety and feasibility of reducing the force in Stono and in reference to other matters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
Senior Officer, Stono [River].

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding the discovery of a burning steamer in the Savannah River.

HDQRS. DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., August 31, 1862.

ADMIRAL: The officers of the transport *Cosmopolitan*, just from Fort Pulaski, report that at daylight this morning a large steamer was discovered aground in the [Savannah] River, about 3 miles above the fort. She was fired upon from the fort, when boats were seen to leave her and soon after she was discovered to be on fire. The captain of the *Cosmopolitan* feels confident that she is the *Nashville*. A tug from the fort had started for her when the *Cosmopolitan* left, and further particulars may be expected soon.

I have the honor to be, admiral, very respectfully, your most obedient servant,

D. HUNTER,
Major-General.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant Phoenix, U. S. Navy, commanding U. S. S. Planter, to search for the Confederate Steamer Kate in St. Helena Sound, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 1, 1862.

SIR: Information has been received, to which I attach some importance, that the rebel steamer *Kate* has entered St. Helena Sound, to communicate with the railroad, though there is nothing definite as to her locality.

You will, therefore, please proceed with the *Planter* to the present anchorage of the *Shepherd Knapp* and after delivering to Acting Volunteer Lieutenant Eytinge an anchor and chain and one month's provisions, intended for her, you will make a careful reconnoissance of the waters of St. Helena Sound, receiving from Acting Volunteer Lieutenant Eytinge such men and arms to aid you in this as you may require, and obtaining from him all information he may be able to give.

The *Planter*, as you are aware, is not a formidable vessel; hence it will be necessary for you to use great caution in the performance of this duty, as I don't wish to expose her to any unnecessary risk.

I recommend your availing yourself of information from contrabands in reference to the *Kate*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant LLOYD PHOENIX,
U. S. S. Planter, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eyttinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to aid the search for the Confederate steamer Kate.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 1, 1862.

SIR: Your communication of this date has just been received.

Having received information that the rebel steamer *Kate* is supposed to be in the waters of St. Helena Sound, I, this morning, directed Lieutenant Phoenix, of the *Planter*, to proceed thither and make a careful, yet cautious, reconnoissance of those waters, and to call on you for any assistance he may require in men and boats.

The *Planter* takes up your anchor and chain and one month's provisions for your crew.

I have, at your request, appointed William [G.] Tompkins an acting master's mate.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant H. ST. C. EYTINGE,
U. S. Ship Shepherd Knapp, St. Helena.

Order of the Secretary of the Navy to Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, to proceed to Port Royal, S. C., for blockade duty.

NAVY DEPARTMENT, September 1, 1862.

SIR: Proceed to Port Royal, S. C., with the U. S. S. *Mercedita*, and report to Rear-Admiral Du Pont for duty on the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander H. S. STELLWAGEN,
Commanding U. S. S. Mercedita, New York.

Order of the Secretary of the Navy to Acting Master Warren, U. S. Navy, commanding U. S. ship Courier, to proceed to Port Royal, S. C.

NAVY DEPARTMENT, September 1, 1862.

SIR: Proceed to Port Royal, S. C., with the storeship *Courier* and report to Rear-Admiral Du Pont.

I am, respectfully, etc., your obedient servant,

GIDEON WELLES.

Acting Master J. D. WARREN,
Commanding U. S. Ship Courier, New York.

Report of Lieutenant-Commander Trustum, U. S. Navy, commanding U. S. S. Alabama, transmitting reports regarding affairs at Cumberland Island, Georgia, September 1-4, 1862.

U. S. S. ALABAMA,
St. Andrew's Sound, Georgia, September 6, 1862.

SIR: I have to report to you that at 8:30 p. m. on the 1st instant I received a message from a Mr. R. Stafford, a resident of Cumberland

Island, stating that his own and a number of strange negroes who had been for some time employed in Fernandina had returned and quartered themselves on his plantation. A number of them being armed, several of their number by authority of Colonel Rich, commandant at Fernandina (one of whose passes I enclose), their conduct being of riotous and threatening character, refusing to submit to any control, killing the cattle and overrunning the private dwelling with arms and clubs in their hands, induced him to think his life in danger and to request that immediate assistance might be sent him. I at once proceeded with the steamer up Brickhill River as far as possible, and then dispatched an armed party under command of Acting Masters West and Stimpson. At noon on the 2d instant I received the enclosed note from Mr. West. At sunset Mr. West returned by my orders, bringing with him the nine negroes belonging to Mr. Stafford and said to be dangerous. I placed them in irons, but have since, at their own request and at the desire of their master (who gives up all claim to them), released them and placed them on the ship's books as a portion of her crew. The marine guard was left at the plantation under charge of Acting Master Stimpson for Mr. Stafford's protection while he made arrangements to take shelter on this vessel, in the event of not being able to get a permanent guard from Fernandina.

On the 4th, the enclosed note was received from Mr. Stimpson. Being anxious to return to my former anchorage I sent Acting Masters West and Dennis with two boats and instructions to afford Mr. Stafford every possible assistance in moving his portable property and his own person to this vessel, if he wished to do so. Late in the evening the boats and marine guard returned, Mr. Stafford having determined to remain on his plantation. He was very anxious for me to remove all the negroes, which I declined doing, as it would be useless, so long as others are permitted to arm themselves in Fernandina and given passes to Cumberland Island, where they lounge in Mr. Stafford's house, keeping guard over his movements and using his property as they see proper. Mr. Stockwell, who was sent to Fernandina by Acting Master Stimpson for assistance, with a note of which the enclosed is a copy, was thrown in jail and detained there one night and part of a day without any assigned cause, nor was any answer sent to the request made by Mr. Stimpson.

Early on the morning of the 2d instant Mr. E. E. Spaulding, a resident of Cumberland Island, who had been seized and carried off by the rebel forces early in July last, effected his escape and came off to claim the protection of our flag. He stated that his wife and two young children were detained by the enemy, and earnestly requested I would attempt to get them. Accordingly, on the morning of the 5th instant, I left Brickhill River and stood up the main channel to within 2 miles of a picket station where I was forced to anchor. I then sent Acting Master West with a flag of truce to ask for the release of the family. On his approach to the landing, he standing up at the time, a single rifle was fired directly at him, though no person was in sight, yet being just clear of the beach, he called out, "What are you firing at?" when he was replied to by a volley of musketry; backing off about 100 yards from the beach, he laid on his oars when the firing was renewed, a large flag of truce flying in the boat all the time. Mr. West then returned to the ship, no damage having been done to the boat or her crew.

I regret to say I find myself very much hampered among these narrow creeks by the want of proper boats and boat equipments. The ship has not one really good boat and no boat guns.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal Harbor.

[Enclosures.]

STAFFORD'S PLANTATION, *September 2, [1862].*

DEAR SIR: We arrived about 6 this morning. I found the old gentleman evidently very much frightened, and I think with good reason. I overhauled all the negro houses, and found several guns and pistols and a quantity of ammunition. Stafford pointed out nine men whom he described as dangerous. The darkies have most of them run away to Fernandina, and after obtaining firearms there, returned to the plantation and have done just as they pleased ever since until the old man no longer considered his life safe. I send you a permit which one of them had from Colonel Rich, to carry a gun to Cumberland Island. The old man is afraid to remain without a guard, and as the property is very valuable, I deemed it my duty to remain here with a small party and await your orders. I shall keep six marines and send Mr. Stimpson back with the rest and the unruly negroes.

Very respectfully, your obedient servant,

L. WEST.

Lieutenant-Commander W. T. TRUXTUN.

[Subenclosure.]

HEADQUARTERS, *Fernandina, Fla., July 21, 1862.*

Guards will permit the bearer to carry a gun to Cumberland Island. By order of Colonel R. Rich, commanding post:

JOSEPH NOBLE,
Acting Post Adjutant.

STAFFORD'S PLANTATION, *September 3, 1862.*

SIR: The negroes on Mr. Stafford's plantation are in a state of mutiny. A party has been sent from the U. S. S. *Alabama* to his assistance; the worst of the negroes arrested and sent on board that vessel. I have been left here in charge of a guard to protect the place; the ship lays at some distance, and I have orders to return on board to-morrow. Mr. Stafford wishes you would be kind enough to send him a guard to protect his place, for he fears as soon as I leave they will rise and destroy everything on the place. He is very old and feeble, and there is a large amount of valuable property here. The negroes have several times threatened his life, and had even gone so far as to place an armed guard over him to prevent his leaving the place. The bearer of this is a Union man, and I have sent him that he may explain the state of the case more fully to you.

I have the honor to be, very respectfully, your obedient servant,

JAS. H. STIMPSON,
Acting Master, U. S. S. Alabama.

The OFFICER COMMANDING U. S. FORCES AT FERNANDINA.

STAFFORD'S PLANTATION, *September 4, 1862.*

SIR: I send you this by the corporal, as I am unable to return. Mr. Stockwell left for Fernandina early yesterday morning to report the state of things here to the commanding officer there, and request him to send a guard here for the protection of Mr. Stafford. He was to have been back yesterday noon, but has not returned yet. What the reason is we can not tell. Mr. Stafford is sick and in a state of great anxiety. He wants to go to Fernandina if he can not have a guard here. He says that as soon as we leave the negroes will destroy everything here. If we can not take him to Fernandina he will have to come on board the ship. He is unable to ride so far and we will bring him down in one of his boats, of which he has several. I shall remain here until I hear from you, unless Mr. Stockwell returns with a guard from Fernandina. Everything is quiet and the men all well.

I have the honor to be, your obedient servant,

J. H. STIMPSON.

Captain TRUXTUN,
U. S. S. Alabama.

P. S.—Mr. Stockwell left here with six negro men in a boat, and it is not likely he has been taken in Fernandina, but I think elsewhere. For God's sake, send a boat and hands to take me to that place, where I can be made comfortable.

R. STAFFORD.

Captain TRUXTUN.

Report of Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, regarding affairs in St. John's River, Florida, September 1-9, 1862.

U. S. S. UNCAS,
Mayport, September 9, 1862.

SIR: I have the honor of stating that the U. S. S. *Patroon* arrived here on the 31st August. Upon the following day, September 1, I started up the St. John's River, where I discovered a company of rebels stationed at the St. John's and Yellow Bluffs.

After killing and wounding several thereof and scattering the rest, I returned to my station. Since then I have been greatly annoyed by the divers bands of guerrillas who are passing through these woods and doing all sorts of mischief. On Saturday night last they attempted to burn Mayport. They succeeded in setting fire to one house, but upon the immediate discovery thereof I begun to shell the woods and dispatched some of my men to the spot where the fire was. We drove the perpetrators off, having been in due time to put the fire out. No further damage was done to the place.

Have been informed by several respectable and trustworthy persons that General Finegan, the rebel general of Tallahassee, is inventing all sorts of plans by which to capture our boats and hang us as kidnapers. He has now one large company of artillery, numbering nearly 100 men, stationed near by the railroad, about 8 miles from Jacksonville, the said company being commanded by Captain Dunham, commanding port of Jacksonville. Captain Stephens' company of cavalry is also stationed but 3 miles from Jacksonville, and besides that there is Captain Westcott's band of guerrillas, numbering 120, and various other

inferior bands. General Finegan's orders are that whenever we would make an attempt to land in or near said city to fire upon us. In short, I am perfectly satisfied that the rebels in this vicinity are getting stronger and bolder every day, and I sincerely trust you will give this matter your kind attention and advise me how to proceed.

The bearer hereof, J. Fickeison, esq., will give you particulars more in full.

I am, sir, your obedient servant,

L. G. CRANE,

Commanding U. S. S. Uncas, Mayport, St. John's River.

Admiral S. F. DU PONT.

Report of Commander Steedman, U. S. Navy, transmitting report of the capture by the U. S. bark Restless of the sloop John Thompson, September 2, 1862.

U. S. S. PAUL JONES,

Off Charleston Bar, September —, 1862.

SIR: I herewith forward Acting [Volunteer] Lieutenant Commanding Conroy's report of the capture of the sloop *John Thompson*, off Bull's Bay, together with the papers found on board.

The vessel being too small to send to some Northern port, I have put a crew on board (with the man and boy captured in her) in charge of Acting Master's Mate ———, with orders to proceed to Port Royal and report to you.

I have the honor to be, sir, very respectfully, etc.,

CHARLES STEEDMAN,

Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

[Enclosure.]

U. S. BARK RESTLESS,

Off Bull's Bay, September 2, 1862.

SIR: I have to report that this morning, at 6 a. m., a small sloop was discovered coming out or making for Price's Inlet. I immediately dispatched two armed boats in command of Acting Master's Mates Henry Eason and J. Walter Mackie in chase.

The captain of the sloop tried very hard to get away, but was brought to by our forward Parrott rifle gun; the boats boarded her and brought her alongside. She proved to be the sloop *John Thompson* and has only 6 barrels of spirits turpentine, although the enclosed manifest has 8 barrels.

The sloop was only manned by her captain, Henry W. Cushman, and a boy. She is of 6 tons burden and not at all seaworthy. I send you the prisoners by the *America*, but the sloop I will keep astern of our ship until you send a steamer, or until the weather becomes more settled, as I do not deem it prudent to send her to Charleston to-day. Enclosed I send you the manifest and clearance.

I am, sir, very respectfully, your obedient servant,

ED. CONROY,

Acting Volunteer Lieutenant, Commanding.

Commander CHAS. STEEDMAN,

Commanding U. S. S. Paul Jones, Senior Officer Present.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, regarding the prize sloop John Thompson.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 5, 1862.

SIR: * * * I have also received your report of the capture of the sloop *John Thompson*, another of the many prizes taken by your energy and vigilance. As she can not go North, it would be advisable to have her appraised. The cargo can be sent by any coal schooner proceeding to New York or Philadelphia in ballast.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant CONROY,
U. S. S. *Restless*.

[Telegram.]

NAVY DEPARTMENT, September 3, 1862.

Your order to the Gulf revoked. Proceed without delay off Charleston, S. C., and report to senior officer there. Take a dozen large size Coast Survey maps of that harbor. Tell Admiral Du Pont to send his vessels to Boston to repair. Answer when you can sail.

GIDEON WELLES.

MR. WM. ROGERS TAYLOR,
Commanding U. S. S. *Housatonic*,
Care of Commodore *Montgomery*, Boston Navy Yard.

[Telegram.]

NAVY DEPARTMENT, September 3, 1862.

The greatest exertion should be made to return Admiral Du Pont's vessels to their stations. Let the *Flambeau* report off Charleston on her way to Port Royal.

GIDEON WELLES.

Rear-Admiral H. PAULDING,
Navy Yard, New York.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to return to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 3, 1862.

SIR: On the receipt of this order by the *Hope* you will return at once with the *Keystone State* to Port Royal.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander W. E. LE ROY,
U. S. S. *Keystone State*.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. S. Powhatan, at Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 3, 1862.

SIR: I have the honor to inform the Department of the arrival here yesterday of the U. S. S. *Powhatan*, Captain S. W. Godon.

Very respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Parrott, U. S. Navy, of the arrival of the U. S. S. Augusta at Philadelphia navy yard for repairs.

U. S. NAVY YARD, PHILADELPHIA, September 3, 1862.

SIR: By order of Rear-Admiral Du Pont, I have the honor to report the arrival here to-day, for repairs, of the U. S. S. *Augusta*, under my command. We left Port Royal on the 29th ultimo.

The *Augusta* is the best sea boat I have ever seen; is fast, and, having very little motion, the steadiness of her decks aids very much the accuracy of her fire. I think her well worthy of an improved battery and a thorough outfit.

We assisted the *Seneca* on her way as far as off the capes of the Delaware, where she parted company with us on the evening of the 1st instant, bound to New York. Her machinery is in want of repairs.

I am, very respectfully, your obedient servant,
E. G. PARROTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Steedman, U. S. Navy, regarding the escape of blockade runners from Charleston, S. C.

U. S. S. PAUL JONES,
Off Charleston Bar, September 3, 1862.

SIR: I regret to inform you that I learn from the boy, John Katzenberger, captured on board of the sloop, that during last week three steamers, viz, the *Lloyds*, *Minho*, and *Leopard* succeeded in getting out.

One of these steamers was discovered by the *America* and fired at several times.

Herewith I transmit the report* of Acting Master J. Baker, commanding the *America*, with regard to the escape of this steamer, which I am led to believe was the *Leopard*.

I am, sir, respectfully, etc.,

CHARLES STEEDMAN,
Commander and Senior Officer.

Rear-Admiral S. F. DU PONT.

*Not found.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Norwich.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *Norwich*, Commander J. M. Duncan, arrived here this morning.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, to relieve Commander Steedman, U. S. Navy, in Stono River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: On the arrival at Ossabaw of the U. S. bark *Fernandina* you will proceed at once with the *Conemaugh*, under your command, to Stono River and relieve Commander Charles Steedman, of the *Paul Jones*, in the command of the blockade of those waters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. *Conemaugh*, Ossabaw.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: You will please proceed to sea to-morrow morning as early as 7 o'clock, if you can do so, in order that you may call off Stono Inlet and send Captain Drayton in to his ship, or put him on board the buoy vessel off there and reach the Charleston blockading fleet before dark.

On your arrival off Charleston you will please report yourself to the senior officer for duty, delivering the enclosed dispatch to Commander Steedman.

Should your departure at this early hour, instead of the afternoon, as mentioned in your note, compel you to leave behind any of your supplies, they will be forwarded by the *Powhatan* or other vessel.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY,
U. S. S. *South Carolina*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to proceed to Stono Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: On receipt of this order you will please proceed to Stono Inlet and relieve Captain P. Drayton in charge of that important station, receiving from him such information as his experience will enable him to give.

It is not my intention to withdraw you from the charge of the Brunswick waters, as had been arranged, but it is important that the *Pawnee* should be enabled to get out of Stono by the pending spring tides. Orders will be dispatched to the *Conemaugh* to relieve you as soon as the *Fernandina* reaches Ossabaw.

Captain Drayton will furnish you with coal to enable you to wait for your relief and reach this port for supplies and repairs before going to St. Simon's.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander C. STEEDMAN,
U. S. S. Paul Jones, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, commanding U. S. S. Pawnee, transferring the command at Stono Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: On the arrival of the *Paul Jones*, Commander Steedman, at Stono, you will transfer to that officer the charge of those waters, giving such information as your long and valuable experience there will enable you to furnish.

You will avail yourself of the most favorable condition of the tides to cross the Stono Bar and repair to Port Royal with the *Pawnee*.

If the *Ottawa* can find her own way home without a tow you can dispatch her at once to New York; if not fit to do so, I will procure a steamer to take her north as soon as possible. In the meantime she can make all preparations.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Pawnee, Senior Officer, Stono.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, commanding U. S. S. Powhatan, to assume command of the blockade off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: As soon as you are ready you will please proceed with the *Powhatan* under your command off Charleston and take charge of the

blockade of that port, receiving from the senior officer, whom you will relieve, such information as he may have to give.

Your own experience in your previous command off that station renders it unnecessary to give you very minute instructions.

The efforts to run the blockade, I regret to say, are increasing with new and faster vessels, and within a short time with some success. I recommend your doing all in your power to check them, and I will increase your force as rapidly as I can.

You will please exercise your best judgment in permitting vessels to come to Port Royal for coal, provisions, or repairs.

I am aware that this blockading duty is very exhausting and tedious, but I depend upon the zeal of the officers to endure its hardships with their accustomed energy.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
U. S. S. Powhatan, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina, to proceed to Ossabaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 4, 1862.

SIR: You will please proceed, on the receipt of this order, with the bark *Fernandina* under your command to Ossabaw and report to the senior officer present for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master E. MOSES,
Commanding U. S. Bark Fernandina.

Capture of the British bark Fannie Laurie by the U. S. ship Shepherd Knapp, off South Edisto River, South Carolina, September 4, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 9, 1862.

SIR: I have the honor to inform the Department that the *Shepherd Knapp*, Acting Volunteer Lieutenant Commanding H. S. Eytinge, captured on the morning of the 4th instant the bark *Fannie Laurie*, under English colors.

The *Shepherd Knapp* guards the waters of St. Helena Sound, and on the morning just mentioned, a little after daylight, observed the bark attempting to enter South Edisto. Acting Volunteer Lieutenant Eytinge immediately manned his boat and chased, and the bark, perhaps accidentally, got aground. She was taken possession of by Captain Eytinge and sent round to this port under the charge of Acting Master's Mate G. P. St. John.

The cargo consists principally of salt. By her papers she purported to be bound from Nassau to Quebec, but among them was a letter to a house in Charleston, commending Captain Lanieu (the master of the *Fannie Laurie*) to their good offices.

I have sent the vessel to Philadelphia under charge of Acting Master James P. Lindsay, of the *Pawnee*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Eytings, U. S. Navy, commanding U. S. ship *Shepherd Knapp*.

U. S. SHIP SHEPHERD KNAPP,
St. Helena Sound, September 4, 1862.

SIR: I, this morning, a little after daylight, observed a bark attempting to enter the South Edisto. I immediately manned and armed my boats and in person captured the bark *Fannie Laurie*, under English colors, with papers which I enclose hereby. Her captain finding himself stoutly pursued, and in shoal water, lost his way and she touched on a shoal, but I shall get her off at high water. Captain Lanieu delivered me his papers, and said at first he was bound from Nassau to Quebec, but seeing he was attempting to enter a Southern port with contraband cargo, salt, wine, preserved vegetables, chicory, etc., I told him he must consider himself a prize to the United States Government, taken by the *Shepherd Knapp*, and I placed Acting Master's Mate G. P. St. John in command; ordered our paymaster to make out transfer accounts of the crew I put on board, and took out of her the crew shipped at Nassau. Having just returned to this ship from her, I have sent for the captain of the *Delaware* to tow her off if we can not heave her off at high water. Vessel and cargo worth \$25,000. Her captain has confided to me the fact that he intended to run the ship in [to] Charleston, and I enclose letter from shipper to Geo. Hopley & Co., Charleston, which is incontrovertible proof. I deemed this of importance enough to dispatch a boat inside with captain of prize vessel and crew. The captain of the *Delaware*, Captain Faircloth, has just come on board and will proceed at high water to get the bark and tow her off on her way to Port Royal.

For Heaven's sake send me the [*E. B.*] *Hale* and I will send you prizes enough. I must shell out the rivers or they will soon swarm with rebels.

Accept, dear admiral, for yourself and Fleet Captain Rodgers, the hearty good wishes of

Your obedient servant,

H. S. EYTINGE, U. S. Navy.

Admiral SAML. F. DU PONT.

P. S.—As I require all my officers and crew, please, on their delivery of prize vessel at Port Royal, send them back to me. I am light-handed enough for an important station, and I doubt not you have

some officers and men that will be glad to take her home. My men are and have been instructed to a very perfect discipline on board my ship, and I should dislike to part with them.

Respectfully,

H. S. E.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship *Shepherd Knapp*, regarding regulations governing prizes.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 5, 1862.

SIR: Your communication of yesterday has been received, and I congratulate you upon your prize.

I have looked over the papers, which appear to be sufficient to condemn her; but in future captures all papers taken should be handed to the officer who is placed in charge of the prize, so that he may be able to swear that on delivering them to the United States district attorney they were all that were found on board.

The rules regarding prizes are also very strict as to touching anything on board, as you will perceive by the accompanying circular, a copy of which, perhaps, you may not have received.

Acting Master's Mate St. John will have to take her north in order to testify as to her capture, etc. Captain Lanieu must also go in her.

As soon as I can spare you a steamer I will do so, but there are other stations fully as important as St. Helena, and I can not guard them all, besides it is the business of the Army to hold the islands; we merely blockade the waters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant H. S. EYTINGE,
U. S. Ship Shepherd Knapp.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the hoisting of the United States flag over the prize.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 8, 1862.

SIR: One of those circumstances which may be magnified and made the ground of complaint occurred on the 6th instant, and I deem it as well to inform the Department of it.

An English bark was seized by the boats of the *Shepherd Knapp* off St. Helena Sound, having attempted to run the blockade, and sent to Port Royal. On approaching the guard ship *Dale*, covering the health officer's station, some 2 miles seaward of this anchorage, it was discovered she had an American flag hoisted over the English. The *Dale* was immediately telegraphed to have the American ensign hauled down and the ship come up under British colors.

I immediately called upon the prize officer to explain his action in the matter. His reply is herewith enclosed.

The acting volunteer lieutenant commanding the *Shepherd Knapp* is a zealous officer, but wholly inexperienced in such matters, and erred, no doubt from ignorance.

I shall address him immediately on the subject, and hold him to a strict responsibility. I regret the circumstance, but the error was immediately repaired, as the Department will see. The captain of the English bark seems a Frenchman, and apparently ugly in his temper, and will doubtless make all the trouble he can in the matter.

I avail myself of this opportunity to ask the Department what its views are in reference to this matter. No general order has been received by me on the subject. The American flag has generally been hoisted. I think the flag of the country should be retained until the ship be tried and condemned, and will give the requisite order; but I should be pleased to know whether this is in accordance with the Department's wishes.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

PRIZE BARK FANNIE LAURIE,

Port Royal, September 7, 1862.

SIR: My reason for hoisting the American colors over the English was in obedience to the orders of my commanding officer, who instructed me to hoist the colors as I did.

I am, sir, with great respect, your obedient servant,

G. P. ST. JOHN,

Acting Master's Mate.

Report of Acting Volunteer Lieutenant Eyttinge, U. S. Navy, regarding the hoisting of the United States flag over the prize.

U. S. SHIP SHEPHERD KNAPP,

St. Helena Sound, September 10, 1862.

SIR: Mr. St. John, acting master's mate, has been grossly neglectful of my orders and subversive of all propriety.

Mr. Hudson informs me Mr. St. John told him he had orders from me to set the American ensign over the British. No such order ever came from me or through my authority, and I am amazed at Mr. St. John's stupidity.

My orders were, if the steamer left him outside the bar, or the *Dale* brought him to, to set the American ensign over all at the fore for pilot, and when she rounded to under the flagship to haul down the bark's colors (her own ensign) as a matter of deference, leaving it to the admiral to send officers on board to take possession.

* * * * *

Mr. Trimble and Mr. Cunningham both stood by when I gave the final orders to Mr. St. J. They thoroughly understood them, as might any man in his senses.

Your obedient servant,

H. ST. C. EYTINGE, U. S. Navy.

Rear-Admiral SAMUEL F. DU PONT.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding regulations governing the hoisting of the United States flag on prize vessels.

NAVY DEPARTMENT, *September 16, 1862.*

SIR: I have received your communication of the 8th instant in reference to the case of the English bark *Fannie Laurie*, captured by the *Shepherd Knapp* and brought into port with the American flag hoisted over the English.

You were correct in promptly ordering the removal of the American flag from the position in which it had been placed, and in directing that, on board captured vessels, the flag of the country to which they belonged should be worn until their cases had been adjudicated. There would be no impropriety, however, in wearing the American flag at the fore, as an indication of the vessel being, for the time, in charge of American officers, and it would perhaps be well to adopt this practice.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAMUEL F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Duncan, U. S. Navy, commanding U. S. S. Norwich.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 5, 1862.

SIR: You will please proceed off Charleston and report to the senior officer there for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. DUNCAN,
U. S. S. Norwich.

Report of Rear-Admiral Du Pont, U. S. Navy, urging the need of ironclads for the strengthening of the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 5, 1862.

SIR: The ironclads, or rams, built at Charleston have been described to me by intelligent persons who have seen them, as well protected by their armor, but as not formidable for offensive operations against our ships, in consequence of their deficiency in steam power, it having been intended to place in them engines taken from old steamers belonging to South Carolina.

If it be true that English steam engines have been provided for them, as reported to me by the Department, it becomes my duty to urge upon it the necessity of sending some ironclad vessels of our own to render our position off Charleston tenable.

Vessels, even imperfectly covered with armor, emerging from the protection of forts and always provided with a place of refuge, would

be comparatively secure, while they might do great harm to wooden ships, especially of the light class, which form the chief material of this squadron. If, by any possibility, the blockading force off Charleston could be destroyed or compelled to retire, it would produce a moral impression to our disadvantage even more disastrous than the actual loss itself. If it be possible to send the *Ironsides* to take up a position off that harbor, the efforts of the enemy would be completely frustrated.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, upon his withdrawal from the Department of the South.

HDQRS. DEPARTMENT OF THE SOUTH,

Hilton Head, Port Royal, S. C., September 5, 1862.

ADMIRAL: It is with sincere regret that I find myself compelled to forego the pleasure of taking leave of you in person, upon my departure from this department. The advices from the War Department which call me away, and which should have arrived some time since, only reached me yesterday, and my movements are thus rendered so hurried as to preclude the possibility of a parting call.

The intercourse, both social and official, which I have had the happiness to hold with you since our duties first brought us in contact has afforded me such unmingled gratification, and has been characterized by such courtesy and so generous a spirit on the part of yourself and the officers under your command, that I can not do less than express my obligations to you and them.

Be assured, my dear sir, that the association so formed will remain among the pleasantest of my recollection.

With the warmest wishes for your continued prosperity, I have the honor to be, admiral,

D. HUNTER,

Major-General.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Letter of acknowledgment from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 5, 1862.

GENERAL: I have been very much gratified by the receipt of your communication of this date referring to our relations, official and social, since you assumed the command of the Department of the South.

You also kindly allude to the courtesy you have received from the officers of my command. This I am sure would, under our naval discipline and education, have been awarded to any officer holding your high position, irrespective of circumstances. But, general, if this spirit of courtesy has been so sufficiently marked as to draw your especial notice, it is because you have elicited it by the most frank, manly, and generous appreciation of all the cooperations and aids which this squadron has had occasion to give to the Army, limited as our opportunities for such cooperation have been, as well as by the great kindness and cordiality which has always been shown in your reception of the officers of the Navy, whether on or off duty.

I thank you for this acknowledgment, the more so that it has not always been a characteristic elsewhere of the joint operations of the two services.

Wishing you a safe passage and a sphere commensurate with your fearless and patriotic devotion in this contest,

I have the honor to be, general, very respectfully, etc.,
S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South.

*Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. S. Canandaigua at Port Royal, S. C., with part of the crew of the U. S. S. Adirondack.**

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 5, 1862.

SIR: The *Canandaigua* has just arrived, bringing the officers and crew of the *Adirondack*, except 5, who deserted to the wreckers.

The mail is about closing and I have only time to state that at night, after Captain Gansevoort had landed his men, the wreckers, with a spirit totally at variance with their ordinary conduct, destroyed the vessel by fire. Wreckers usually strive to save property, and their action in this case proves what has been ascertained from other sources, viz, that the fishermen, light-house keepers, and wreckers on the Bahamas are in some way in the employ of the rebels.

Captain Gansevoort destroyed all his large guns except the XI-inch, which were thrown overboard and buoyed.

I will send a detailed report in writing from him by the next mail.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

* For loss of the *Adirondack*, see Series I, Volume 1, pp. 419-428.

Order of the Secretary of the Navy to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch.

NAVY DEPARTMENT, *September 6, 1862.*

SIR: Proceed with the U. S. S. *Water Witch* to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty in the squadron under his command.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant-Commander AUSTIN PENDERGRAST,
Commanding U. S. S. Water Witch, Philadelphia.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 6, 1862.

SIR: You will please proceed with the *Bienville* under your command off Charleston, reporting to the senior officer there for blockading duty.

I take this occasion to express my appreciation of the zeal and activity displayed by you on all occasions in the performance of this arduous and harassing duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. R. M. MULLANY,
U. S. S. Bienville.

Order of Captain Drayton, U. S. Navy, to Lieutenant Creighton, U. S. Navy, commanding U. S. S. Ottawa, to proceed to New York for repairs.

U. S. S. PAWNEE,
Stono River, September 6, 1862.

SIR: I have received from Rear-Admiral S. F. Du Pont the following order:

If the *Ottawa* can find her way home without a tow, you can dispatch her at once to New York. If not fit to do so, I will procure her a steamer to take her north as soon as possible. In the meantime she can make all preparations.

In compliance with the above you can, if you think proper, leave at once for New York, where you will report your vessel to the commandant of the navy yard as requiring repairs, the nature of which you will explain, and it is the desire of the rear-admiral that you return as soon as possible to Port Royal.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain, Senior Officer.

Lieutenant Commanding J. B. CREIGHTON,
U. S. Gunboat Ottawa, Stono River.

Order of Captain Drayton, U. S. Navy, assigning Commander Steedman, U. S. Navy, to command at Stono Inlet.

U. S. S. PAWNEE,
Stono River, September 6, 1862.

SIR: I am directed by Rear-Admiral S. F. Du Pont to transfer to you the charge of this river and the adjacent waters, which are at present entirely unoccupied except by an occasional enemy's picket below Fort Pemberton, on the Stono, and Secessionville, on Light-House Creek. So far no disposition has been shown to retake any of those positions, which were deserted on the first arrival of the gun-boats in May last. Should such attempts be made, you will exercise your own judgment as to what it will be necessary to do, as I have no special instructions beyond the strict enforcement of the blockade and a general supervision of the rivers.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Senior Officer.

Commander CHARLES STEEDMAN,
U. S. S. Paul Jones, Stono River.

[Telegram.]

HALIFAX, NOVA SCOTIA, *September 6, 1862.*

(Received 9:30 p. m.)

British screw steamer *Sunbeam*, from Liverpool, mounting four guns, now coaling here, purports to clear for Matamoras, doubtless intends to run blockade, probably Charleston. Two hundred tons, light draft, bark-rigged, white mastheads; bulwarks lead colored, rakish looking; heavily laden with valuable cargo, including, no doubt, arms and ammunition.

M. M. JACKSON,
U. S. Consul.

GIDEON WELLES,
Secretary.

Letter from the collector of customs, Portland, Me., to the Secretary of the Navy, regarding movements of three reputed blockade runners.

CUSTOM-HOUSE, COLLECTOR'S OFFICE,
Portland, September 6, 1862.

SIR: Captain Robert Rittal, of the American brig *Tornado*, just arrived at this port, reports that on the 23d day of August last, when about 80 miles S. E. by S. from Charleston, S. C., he saw three steamers. One of them had two smokestacks abreast aft, was schooner-rigged, and a propeller. The second was brig rig, with three masts, two smokestacks amidships. This and the third one were side-wheel vessels.

The *Tornado* passed within half a mile of one, painted lead color, schooner rig, topmast housed, port quarter boat white, starboard red, heavy gun on topgallant forecastle; had a small white swallowtail flag flying, but on showing our flag she ran up the Confederate flag. Captain Rittal thought, from the courses and appearance of these steamers,

that they might be attempting to run the blockade, and hence I have taken the liberty to communicate these facts to you.

I am, very respectfully, your obedient servant,

JEDEDIAH JEWETT,
Collector.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Capture of the schooner Defiance, of Nassau, New Providence, by the
U. S. bark Braziliera, September 7, 1862.*

Report of Acting Master Gillespie, U. S. Navy, commanding U. S. bark Braziliera.

U. S. BARK BRAZILIERA,
Sapelo Sound, September, 8, 1862.

SIR: I have the honor to report to you the capture of the schooner *Defiance*, of Nassau, New Providence, evidently attempting to run the blockade. She is from Nassau, purporting to be bound for St. John, New Brunswick.

Her cargo consists of:

300 sacks of salt.
10 barrels kerosene oil.
Sundry boxes of matches.
140 boxes of soap.
108 cheeses.
1 box of spoons.
2,000 pounds cascarilla bark.
30 kegs sal soda.
30 kegs soda ash.
100 cases gin.
40 boxes tin.

1 case gutta-percha coats.
Sundry cases envelopes and writing paper.
1 chronometer.
1 sextant.
1 octant.
1 spyglass.
2 small revolvers.
19 pieces of calico.
4 packages pins.
16 pairs ladies' gaiters, and a few nautical instruments.

I considered it necessary for the safety of the schooner to take said liquor out of her—96 boxes in all—which I have placed in my spirit room, subject to the order of the senior officer.

The captain and the passengers being old offenders, and not deeming it safe to allow their return in the prize, I have forwarded them to the senior officer at St. Simon's.

I send her to New York via Port Royal for adjudication, and send Acting Master R. F. Cook with five men as the prize crew.

Having no chronometer on board, I have retained the one from the schooner, and, being short of pistols, I have kept the two revolvers.

I am, sir, respectfully, your obedient servant,

W. T. GILLESPIE,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Wamsutta, regarding prisoners from the prize.

U. S. S. WAMSUTTA,
St. Simon's, Ga., September 19, 1862.

SIR: I send by the *Hope* the captain, three passengers, and a negro boy, taken in the schooner *Defiance* by the *Braziliera* at Sapelo Sound.

The captain of the *Braziliera* in his report says: "These men are old offenders."

The captain of the schooner ran out of Doboy on the 18th of July in the steamer *Reliance*, and was captured the following day or the day after, by the *Huntsville*. He boasts of being taken twice within six weeks, and says when he gets clear he will try it again, and that probably the captain of the *Braziliera* may be captured instead of the captor.

Samuel Hawes, one of the passengers, has been taken before, and was a prisoner on board the *Wabash*. Mr. Godfrey knows the man and the fact.

The vessels of this division are stationed as reported in my last communication.

I regret to have to report a loss of 1 killed and 1 severely wounded (of the *Madgie's* crew) by the rebel pickets on Bear River on the 10th instant.

It appears that two of her boats were reconnoitering a picket station when they were fired upon.

I took a look at Brunswick yesterday, and saw in passing telegraph wires and apparatus, which I propose destroying next week.

I am, very respectfully, your obedient servant,

A. A. SEMMES,

Lieutenant-Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

P. S.—I enclose the list of prisoners.

Respectfully etc.,

A. A. S.

Report of Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, of arrival at Port Royal, S. C.

U. S. SHIP INO,

Port Royal, S. C., September 7, 1862.

SIR: I would most respectfully report my arrival at this port via Bermuda this day, and agreeable to your orders, dated August 4, 1862, I have reported to Rear-Admiral Du Pont for duty on the South Atlantic Blockading Squadron.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Devens, U. S. Navy, commanding U. S. ship Ino, regarding blockade runners in the port of St. George, Bermuda.

U. S. SHIP INO,

Port Royal, S. C., September 7, 1862.

SIR: I herewith transmit to you information obtained by me at Bermuda in regard to vessels intending to run the blockade.

There are now in the port of St. George the following steamers, which, from the information I can obtain, I am led to believe will go direct from there to the Southern ports of the United States: The *Phæbe*, of London, apparently a twin vessel of the *Lodona*, painted since she came there a light lead color; has been in port about three weeks and probably will leave soon.

The *Gladiator*, the same vessel that has once run the blockade, arrived there on the 23d ultimo; has been partly painted a brick color; has powder on board, and not allowed to anchor at the usual anchorage.

The *Harriet Pinckney* arrived there on the 27th ultimo; reported sixteen days from London with a general cargo for Nassau. She is brig-rigged, has no bowsprit, and draws 13 feet of water.

From all the information I can obtain, and from the amount of goods stored there, I think it is the intention of those interested to ship direct from there to our Southern ports instead of going to Nassau as heretofore.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Rear-Admiral SAMUEL F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, to report to the Department for conference regarding improvements in the armament of vessels.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 8, 1862.

SIR: The number of vessels belonging to this squadron now at the North for repairs makes it a fitting occasion to suggest such improvements in their armament as our last year's operations and experience may indicate.

The Navy Department and Ordnance Bureau are much alive to the introduction of such improvements, but are greatly pressed with the immense labors devolving upon them. It has occurred to me both would be gratified to be informed of our views and wants, and I desire to avail myself of your knowledge of ordnance and gunnery and of your large experience of the nature of this coast and the character of the service in these waters to convey to the Bureau what changes may be desirable.

I will not go into any minute details, but among other items I desire you to consult with Captain Dahlgren, the Chief of the Bureau of Ordnance, in reference to the armament of what we have termed the regular gunboats. The XI-inch gun is a favorite with me, but I am aware that on several occasions, some of them within your own immediate experience, a longer range gun would have been desirable. The 200-pounder rifle, on some of these boats at least, may be an advantageous change.

The armament of the *Augusta*, now at the Philadelphia navy yard, may be improved. I regretted to see the *Powhatan* come out with only a 100-pounder rifle on her immense forecastle.

In reference to carrying on what may be termed the work of the squadron, that is, furnishing the vessels coming in here for coal and

supplies in the shortest possible space of time, you are aware of the importance of tugs and how invaluable they have been to us. One has given out and is a total loss within a few days, in consequence of not being coppered; the other must soon follow.

Please urge upon the honorable Secretary, or Mr. Fox, the Assistant Secretary, the necessity of sending out two at once, with side wheels, spacious decks, and coppered; the importance of having all vessels to burn coal and not wood in their galleys; mention also to the Construction and Equipment Bureau that all should have fresh-water condensers.

You will leave the *Parnee* for the moment in charge of her lieutenant-commander and take passage in the *Massachusetts* for New York, reporting yourself to the honorable Secretary in person.

I am the more pleased at sending you on this important duty, as it will give you a couple of weeks of relaxation from the arduous services you have been performing on this station in localities severely trying to the health, and under responsibilities of a very grave character, the effects of the former of which are plainly visible upon you, and the latter, though very wearing, too, you have met with your accustomed spirit and moral courage.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Parnee.

P. S.—I omitted to say above that you will apply to the honorable Secretary to forward your return in two weeks from the time of your arrival in Washington.

S. F. D. P.,
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, to assume command in Stono Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 8, 1862.

SIR: You will please proceed, with the *Conemaugh* under your command, to Stono and relieve Commander C. Steedman, of the *Paul Jones*, receiving from him all the information he may be able to give in reference to the holding of those waters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. Conemaugh.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the arrival and departure of United States vessels in Port Royal Harbor, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 8, 1862.

SIR: I have the honor to inform the Department that the *Norwich* arrived here on the 4th instant, the *Roebuck* on the 5th instant, the *Flambeau* and the *Ino* on the 7th instant.

The orders from the Department detaching the *Roebuck* from this squadron and directing her to report to Commodore Lardner arrived on the 7th instant, and she, on the same day, sailed for her destination.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the commandant navy yard, New York, regarding the return of shells not required by his fleet.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 8, 1862.

SIR: I send by the *Massachusetts* to the ordnance officer at New York, —— IX-inch shells, bouched, but not fuzed, with their sabots, which are not attached to the shells. They were sent to the *Wabash* at Philadelphia without any requisition for them, and as they are not required here, there being a large stock on hand, and as there is not room for them on board the *Wabash*, I have to send them north by the supply vessel.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Rear-Admiral PAULDING,

Commanding U. S. Naval Station, New York.

[Telegram.]

HALIFAX, NOVA SCOTIA, *September 8, 1862.*

(Received 10:15 p. m.)

Since telegraphing Saturday have learned that steamer *Sunbeam*, mentioned, is designed for Confederate gunboat, having iron decks and sides, fully supplied with arms and ammunition, besides general cargo, sailed 7th.

M. M. JACKSON,

U. S. Consul.

GIDEON WELLES,

Secretary Navy.

[Telegram.]

BALTIMORE, *September 8, 1862—10:50 a. m.*

(Received Washington, 11 a. m.)

My correspondent Hilton Head says large steamer, supposed *Nashville*, attempted to run out of Savannah on night 30th ultimo, got aground, abandoned, and burned by crew.

C. C. FULTON.

Captain Fox,

Assistant Secretary Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 9, 1862.

SIR: I have received your communication of the 5th instant, detailing the execution of my orders to proceed to the Bahamas and relieve in every way in your power the crew and officers of the *Adirondack*, Captain Gansevoort, wrecked on Man of War Cay.

You have performed this duty with judgment and success in a very expeditious manner and entirely to my satisfaction.

Understanding you have made the repairs to your engine and are ready for sea, I have to direct that you will proceed off Charleston with the *Canandaigua* under your command and report to Captain Godon, of the *Powhatan*, senior officer in charge of the blockade of that port, for duty.

I need hardly mention to an officer of your experience that the blockade of that port is at this moment the most important business of this squadron, and one in which the reputation of the officers is the most involved.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. F. GREEN,
U. S. S. *Canandaigua*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 9, 1862.

SIR: You will please proceed with the *Flambeau* under your command to-morrow off Charleston and report for blockading duty to Captain S. W. Godon, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. *Flambeau*.

Report of Rear-Admiral Du Pont, U. S. Navy, of the transfer to Brigadier-General Brannan, U. S. Army, of the U. S. S. Planter.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 10, 1862.

SIR: The steamer *Planter*, owing to the circumstance of using wood only as fuel for the engine, is almost useless to the Navy from the great difficulty of procuring it.

This difficulty does not exist to any extent with the Army, and I have therefore transferred her to Brigadier-General Brannan to be

used in the vicinity of Fort Pulaski. Enclosed is a receipt for her from the chief quartermaster, Captain Elwell.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomaska, as bearer of dispatch to Rear-Admiral Du Pont.

NAVY DEPARTMENT, *September 10, 1862.*

SIR: On your way to the Gulf you will touch at Port Royal, S. C., for the purpose of leaving the accompanying dispatch addressed to Rear-Admiral Du Pont.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Acting Volunteer Lieutenant WM. BUDD,

Commanding U. S. S. Potomaska, Philadelphia.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, to repair to Washington for conference.

NAVY DEPARTMENT, *September 10, 1862.*

SIR: The Department would be pleased to see you at Washington for the purpose of conferring with you upon matters pertaining to your squadron, and you will therefore repair to Washington as soon as practicable after the receipt of this letter and report in person at the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Baker, U. S. Navy, commanding U. S. schooner America, to proceed off Charleston, S. C.

FLAGSHIP WARASH,

Port Royal Harbor, S. C., September 10, 1862.

SIR: As soon as you are ready for sea you will proceed with the *America* under your command off Charleston and report for blockading duty to Captain S. W. Godon, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master J. BAKER,

U. S. Schooner America.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Pawnee, to proceed off St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 10, 1862.

SIR: You will please proceed with the *Pawnee* under your command, so soon as you are ready and after receiving certain supplies and stores, which will be put on board for the vessels in the St. Simon's division, to that sound and report to the senior officer for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

P. S.—Mr. Godfrey will go with you to pilot you in. He must be sent back to Port Royal by the first opportunity.

S. F. D. P.,
Rear-Admiral.

Lieutenant-Commander J. G. MAXWELL,
U. S. S. *Pawnee*.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, of his departure for Port Royal, S. C.

U. S. BARK GEMSBOK,
Boston, Mass., September 11, 1862.

SIR: I have the honor to report my departure from this port this morning for Port Royal, S. C., to report to Rear-Admiral Du Pont, as per instructions.

Very respectfully, your obedient servant,

EDW. CAVENDY,
Acting Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Creighton, U. S. Navy, commanding U. S. S. Ottawa, of his arrival at New York, for repairs.

U. S. GUNBOAT OTTAWA,
New York, September 11, 1862.

SIR: I have the honor to inform you of my arrival in this port this day, having been ordered to New York by Rear-Admiral Du Pont for repairs.

Very respectfully, your obedient servant,

J. BLAKELEY CREIGHTON,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Lieutenant Downes, U. S. Navy, to Commander Wise, U. S. Navy, regarding the armament of gunboats; also the difficulties of maintaining the blockade.

U. S. GUNBOAT HURON,
Port Royal, September 11, 1862.

DEAR WISE: From Rodgers I hear that our admiral has made application to have a portion of the gunboats of his squadron armed with 200-pounder Parrott rifles, substituting them for the XI-inch guns constituting their present armament, and as I claim to be the originator of this proposition, as my letter to Admiral Du Pont of July 16, forwarded by him to the Department, will show, I might reasonably hope to be one of those to be benefited by the change; but there is nothing like having a friend at headquarters, and if you will kindly interest yourself in favor of my vessel I shall feel much surer of obtaining the object of my wishes than I would with only the best claims in the world in my favor.

I am kept pretty constantly upon blockade service, and hard and discouraging duty it is, off Charleston. I do not believe it possible to blockade the place effectually, and at times I am inclined to believe that with good pilots and judicious choice of time and opportunity the blockade is but a trifling impediment in the way of steamers entering the harbor, painted lead color as they are; of a dark night, or a rainy one, they will pass, or can pass, within a few hundred yards without being detected, and, guided by signal inside the harbor, they almost invariably manage to avoid the blockading vessels. I would be glad if I could only impress upon you some faint notion of how disgusting it is to us, after going through the anxieties of riding out a black, rainy, windy night in 3 or 3½ fathoms water, with our senses all on the alert for sound of paddles or sight of miscreant violator of our blockade and destroyer of our peace, when morning comes to behold him lying there placidly inside of Fort Sumter, as if his getting there was the most natural thing in the world and the easiest.

I was going to add that we must take this place, but our last news from the North does not encourage us to hope that it will be accomplished just at present. "Washington is safe," however, and that's a comfort if it's so, and I suppose it is, for the papers tell us so. Do send us some good news soon to cheer us up a bit, and do send me the big rifle, for I want to make somebody else as miserable as I am myself. * * *

Very truly, your friend,

JOHN DOWNES.

Engagement between the U. S. steamers Uncas and Patroon and Confederate battery at St. John's Bluff, Florida, September 11, 1862.

Report of Acting Master Crane, U. S. Navy.

U. S. S. UNCAS,
St. John's River, Florida, September 11, 1862.

SIR: I have the honor to report to you that on the morning of the 9th of September, being short of coal, I left my station in charge of U. S. S. *Patroon*, Acting Master Commanding William D. Urann, and steamed to Fernandina. Having taken in what coal I wanted, I returned, arriving at St. John's River at 4 p. m. of the 10th, when

Acting Master Urann, of the U. S. S. *Patroon*, came on board and reported that a contraband had boarded him the previous night, bringing information that the rebels had crossed the river at Jacksonville on Sunday and Sunday night, about 500 strong, with a number of pieces of cannon, intending to place them on St. John's Bluff.

Having been often deceived by contrabands, I had very little confidence in the story. However, at dark, I steamed up and came to anchor about 500 yards from the bluff with a kedge out aft, to keep her broadside to, and fired nine shell into different parts of the bluff without eliciting any response.

But at daybreak this morning they opened fire upon me with as many as nine guns, situated in three batteries, and, judging from my observation, they were from 20 [to] 30 pounders, rifled, and one much larger, which was silenced by me during the action.

They fired as many as ten shots at me before I could slip the cable and cut the kedge adrift and get in a position to open fire.

Five of their shell took effect in different parts of the vessel, one of which did not explode, striking her just above water line, port bow, going through her side into the magazine; another through wind sail over wardroom, another through pilot house near where I stood, others carrying away running gear, chain, span for boat, crane, etc.

I kept my vessel in motion within 500 to 1,000 yards, until I expended all my 5-second fuzes.

Meantime I had signalized the *Patroon* to come to my assistance, which she did as promptly as possible, but owing to the tide it was one and a half hours before she arrived within range and commenced firing.

The engagement lasted four hours and twenty minutes, in which time I expended 143 shell and 13 solid shot, and the *Patroon* about 60 shell, 90 of which exploded within and around their works, their shell going mostly over us after I got under steam. We drove them from their guns for nearly an hour.

Too much praise can not be awarded to the officers and crew under my charge.

The broadside guns were run in to wash decks, consequently [there was delay] in the commencement, but [all] did their duty like veterans as soon as ready. The officers and crew of the U. S. S. *Patroon* behaved in an excellent manner.

I am, respectfully, your most obedient servant,

L. G. CRANE,

Acting Master, Commanding U. S. S. Uncas.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Commendatory letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Master Crane, U. S. Navy, regarding the engagement at St. John's Bluff, Florida.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 15, 1862.

SIR: Your several communications from St. John's River have been received. The latest, dated the 11th instant, giving a detailed statement of an engagement with the rebels, is quite interesting.

Your conduct as well as that of the officers and crew of your vessel and the *Patroon* merits my approbation, and I desire you to express the same to them.

I shall take pleasure in forwarding your report, with a copy of this letter, to the Navy Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master L. G. CRANE,
U. S. S. Unkas.

Report of Brigadier-General Finegan, C. S. Army, commanding Department of Middle and East Florida.

BALDWIN, FLA., *September 12, 1862.*

I have placed a battery of 6 guns on St. John's Bluff, which was not discovered by the enemy until completed. Soon after, it was engaged for four and a half hours by two gunboats. We crippled one of the boats and drove the other off. Loss on our side, 1 man killed and 8 slightly wounded. I have sent down to-day four large guns to strengthen the battery.

JOS. FINEGAN,
Brigadier-General, Commanding.

General S. COOPER.

Order of the Secretary of the Navy to Captain Drayton, U. S. Navy, to proceed to New York for the examination of steam tugs.

NAVY DEPARTMENT, *September 15, 1862.*

SIR: You will proceed to New York City and examine such steam tugs as in your opinion are suitable for the wants of the squadron under command of Rear-Admiral Du Pont.

You will send as early as practicable to the Bureau of Construction the dimensions of hull and machinery, age, age of machinery, builder's name, and price of the tugs.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain PERCIVAL DRAYTON, U. S. Navy,
Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, to join the expedition to St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 15, 1862.

SIR: I have directed a survey, as you are aware, on the *Cimarron*. The report has not reached me yet, officially, but I am informed that it will be very unfavorable, so much so that it would not be right for you to proceed to your station in this month.

I am afraid that the repairs can not be made at this place, and the ship may have to return north when the equinoctial gales are through.

Until this can be decided, I have to request that you will take part with the *Cimarron*, under your command, in an expedition to the St. John's River, Florida, and will report to Commander Steedman, the senior officer, accordingly.

Respectfully, etc.,

S. F. DU PONT.

Rear-Admiral.

Commander M. WOODHULL,
U. S. S. Cimarron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, for a reconnoissance in St. John's River, Florida.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 15, 1862.

SIR: Information just received from the St. John's River, Florida, makes it evident that there is a desire to drive our small gunboats from it on the part of the Florida authorities, aided by their military and guerrillas.

It is reported that Governor Milton came down a few days ago from Tallahassee and declared that the gunboats must be taken, and if taken the officers and crews were to be hanged as kidnapers.

Since the withdrawal of our troops from Jacksonville, as you are aware, we have been simply maintaining an inside blockade of the river by a very small force near its mouth. I had it intimated in various ways to the citizens and authorities of Jacksonville that if the gunboats were molested from the banks of the river, or Union people maltreated and their property destroyed, that I would adopt retaliatory measures by destroying Jacksonville, etc.

The report of the attack upon the *Uncas* and *Patroon* from St. John's Bluff, you have read; it conveys the nature of the warfare and is the last news we have from that point.

I have now to direct that you will proceed with the *Paul Jones* under your command to the St. John's River, taking with you, or to follow you, the *Cimarron*, Commander Woodhull; the *E. B. Hale*, Lieutenant Commanding Snell; and the *Uncas*, Acting Master Crane; the *Patroon* you will find in the river.

Please make a thorough reconnoissance of the river as far as you deem it advisable and of service, going to Jacksonville and ascertaining by flag of truce what is meant by this attack upon our boats, and warning responsible persons of the consequences; destroy all the works on the banks which might be used or occupied by the rebels at any future time against us.

You are aware of the law of Congress in reference to contrabands, to return none by whomsoever claimed, but make a proper entry in the log book of the name of the fugitive and owner or claimant.

As you are aware, I have every confidence in your zeal and judgment; your force is very strong in one sense, but not of that kind to prevent great annoyance by musketry from the banks of the river,

and I rely upon your discretion to save your crews as much as possible from this, consistent with the execution of your orders.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander C. STEEDMAN,
U. S. S. Paul Jones.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding supplies for the blockading fleet and stations under his command.

NAVY DEPARTMENT, September 16, 1862.

SIR: Supplies which are regularly cleared for and arrive at Port Royal under the regulations of the Treasury Department, can be sent under your written order to any of the blockading fleet or stations under your command, provided they are exclusively for the armed forces of the United States and have no distilled liquors among them.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Wells, U. S. Navy, commanding U. S. ship Dale, to proceed to Philadelphia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 16, 1862.

SIR: You will please proceed with the *Dale* under your command to Philadelphia, reporting your arrival to the commandant of the naval station and through him to the Secretary of the Navy.

I take this occasion to express my satisfaction with the condition of the *Vandalia*, the discipline of the officers and crew during the time she was under your command.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander C. H. WELLS,
U. S. Ship Dale, Port Royal.

Circular order of Captain Godon, U. S. Navy, regarding signals to be given to vessels returning at night to anchorage after a chase.

U. S. S. POWHATAN,
At anchor off Charleston, September 17, 1862.

When one of the blockading vessels leaves her anchorage in chase and returns after night with her "running lights" hoisted, the vessel

nearest to the position the chasing vessel had before commencing the chase should flash her lights, thus enabling the returning vessel to resume as near as possible her former position.

S. W. GODON,
Captain and Senior Officer, Commanding.

Circular order of Captain Godon, U. S. Navy, senior officer off Charleston, S. C., regarding the examination and search of vessels approaching the limits of the blockade.

U. S. S. POWHATAN,
At anchor off Charleston, September 17, 1862.

In future any vessel approaching either limit of this blockade under circumstances the slightest suspicious will be brought to by the nearest vessel of the blockading squadron and boarded, her papers carefully examined, and, if with a manifest, the cargo examined sufficiently to verify it with the manifest.

So many articles are now needed by the enemy that it would be difficult to determine what might be considered contraband, and the blockade has been so long established and of such general notoriety that the simple approach to the blockade is strong presumptive evidence of an attempt to enter the port. The simple warning a vessel off without examination and search is not sufficient on the part of one of the blockaders.

Should there be no manifest, then a careful examination of the hold should be made, and if all be right there the vessel may be warned off the port by endorsement of papers.

S. W. GODON,
Captain and Senior Officer, Commanding.

Engagement between United States vessels and Confederate battery at St. John's Bluff, Florida, September 17, 1862.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones.

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, September 17, 1862.

SIR: I have the honor to report that this morning at 6 a. m., everything being in readiness, I got underway and proceeded up the St. John's River, followed by the gunboats placed under my command. So soon as we came in sight of St. John's Bluff I commenced, at a distance of 2,000 yards, to throw shell from the 100-pounder Parrott, the *Cimarron*, Commander Woodhull, doing the same; the other vessels not being near enough to bring their light guns in play. We could plainly see the occupants of the works on the bluff, but they received our fire for some time with indifference, taking care, however, to seek cover in their pits at the flash of our guns. I continued steaming ahead, followed closely by the *Cimarron* until within 1,600 yards of the full fire of the bluff. The other gunboats, by some misunderstanding of the order—to go into action in line ahead—considered it neces-

sary to follow this to the letter; the consequence was their firing was of little, if any, service. At this time the enemy commenced a quick and well-directed fire from six or eight of their guns, placed on a strong earthwork on the bluff, and in concealed positions in the adjoining wood. The majority were heavy smoothbore fieldpieces and the others 20-pounder Parrott, with the exception of one gun, which, from its range and the size of a hole made in the smokestack of this vessel, I should say was a 32-pounder, rifled.

That gun was fired at intervals, and then only when this vessel or the *Cimarron* was above the entrance of Sister's Creek, this being the range mark of those who served it; the *Cimarron* and this vessel bear evidence of the fact.

From a distance of some 1,600 to 1,700 yards a constant cannonade was kept up for several hours with our heavy guns, directed at the works on the bluffs and the woods in the neighborhood. I think there is every reason to believe that the enemy must have suffered considerably from the incessant shower of shells and projectiles falling upon and in the neighborhood of their works, for over an hour before I discontinued the shelling they had been completely silenced and driven under cover, and had there been a land force at command possession could have been easily taken of the works. Having silenced the battery, and having expended more than one-half of our ammunition, I gave orders to cease firing and returned to the anchorage. I did not consider it proper to proceed up the river, for in doing so I should have left an enemy in the rear who would certainly have taken advantage of our absence to repair his works and be ready for us on our return; besides this, I did not think it of sufficient importance until the force in possession of the bluff should be captured or driven off. Upon a thorough examination of the enemy's works it appears from the time they first got footing they have worked night and day in throwing up heavy field works and digging rifle pits, and I am strongly of the opinion that they can not be dislodged except by a combined land and naval attack. They can be driven from their batteries for a time, but so soon as the attacking party withdraws they will again occupy them.

It is therefore with me a question whether the result of merely driving them from their guns and silencing them for a time justifies so much expenditure of ammunition.

I have dispatched the *Uncas* to Port Royal for the purpose of handing you this communication and also to bring down the ammunition to fill up our expenditure.

In conclusion, it affords me much pleasure to inform you that in this affair I was ably supported by Commander Woodhull in the *Cimarron*.

The commanders of the other gunboats seemed well disposed to do their duty. I can not speak too highly of the officers and men of this vessel.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Squadron.

Report of Brigadier-General J. Finegan, C. S. Army.

LAKE CITY, FLA., *September 19, 1862.*

On the morning of the 17th five gunboats engaged the battery at St. John's Bluff and continued the engagement for five hours, when they retired. Our loss, 2 killed and 3 wounded. The enemy, having failed to pass our batteries, may attempt a land attack. I am preparing for it, and will be there to-night. Can you send me one regiment of infantry from the coast of Georgia or Carolina? I need them very much. Answer by telegraph.

JOS. FINEGAN,
Brigadier-General, Commanding.

General S. COOPER,
Adjutant and Inspector-General.

Letter from the Secretary of State to the Secretary of the Navy, transmitting dispatches from U. S. consuls relating to naval movements and preparations of the Confederates.

DEPARTMENT OF STATE,
Washington, September 18, 1862.

SIR: I have the honor to enclose three dispatches, Nos. 122,* 123, and 124,* of the U. S. consul at Liverpool, a dispatch, No. 39,* of the U. S. consul at Bermuda, and a communication,* dated 12th instant, received from the U. S. consul at Quebec, all relating to naval movements and preparations of the insurgents.

I will thank you to return these papers.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

No. 123.]

U. S. CONSULATE,
Liverpool, September 3, 1862.

SIR: The plates for the gunboats being built for the rebel Government by the Messrs. Laird are being manufactured at the Mersey Steel and Iron Company's works in Liverpool. I am told that Mr. Horsfall, one of the members of Parliament from this place, is interested in this company. Quite a number have been made; they are 4½ inches thick, and are made in a new manner. The order given is for 1,500 tons of plates of this thickness, a part of which is to be used on the two vessels building at Lairds; the others to be shipped. They are to be made as quick as possible.

I mentioned in No. 118 that the steamer *Bonita*, late the *Economist*, was about to take on a cargo of arms, etc. I was mistaken; she is taking on a full cargo of iron plates to be used by the rebels to plate naval vessels. They are now loading her with as much dispatch as possible. She will take out some 500 tons. The plates are 18 feet long, 1 foot wide, and 2½ inches thick. I have examined many of the plates myself; they are made of the best iron; about two-thirds of them are drilled and all ready to be fastened on; she will clear most

* Not necessary to publish.

likely this week; they are taking on board this morning iron plates 6 feet long, 4 feet wide, and one-half inch thick. These will be in addition to the 500 tons of $2\frac{1}{4}$ -inch plates. The crew say they will go to Nassau, wait a favorable opportunity, and then run into Charleston. She ought to be captured wherever found. On the 27th August, 1862, they (Fraser, Trenholm & Co.) pretend to have sold her to foreign owners, who changed her name to the *Bonita*, and then sold her back on the same or next day to Melcher Klingender, of Liverpool, one of the most active and open men in the town in aiding the rebellion. This man is one of the tools used by Fraser, Trenholm & Co.; he is the same man who owns, or pretends to own, the *Gladiator*.

The *Bonita*, late *Economist*, having once run the blockade at Charleston, they think in case of capture they will stand a better chance of getting clear from this pretended sale to a foreigner and the transfer back. This is one of the objects of the mock sale.

The *Amathea*, mentioned in previous dispatches as loading for Nassau, is taking on a cargo of the same kind of plates as the *Bonita*. She is to take 500 tons. The whole of these plates (1,000 tons, $2\frac{1}{4}$ inches thick) are finished and are being loaded. The 1,500 tons of $4\frac{1}{2}$ inches are not all made. This would seem to indicate the building of a navy of ironclad ships, which I understand is the case. It is to be hoped that the activity of our cruisers will thwart them in their designs by capturing the vessels loaded with the plates. One of the members of the firm of Fraser, Trenholm & Co. stated three days ago that four of their own steamers had succeeded in running into Charleston within the last month, with some others which did not belong to them, and that the South was as now well supplied with arms, ammunition, medicines, etc.

It has been asserted here more than once by the parties engaged in aiding the rebels that the blockading squadron off Charleston has connived at vessels running the blockade. Without questioning the patriotism or fidelity of the squadron, or any of the officers in command, I feel it to be my duty to call the attention of the Department to the matter. * * *

THOS. H. DUDLEY,
Consul.

Hon. W. H. SEWARD,
Secretary of State.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. steamers Planter and Florida.

NAVY DEPARTMENT, September 18, 1862.

SIR: I have received your letter of the 9th instant in reference to the transfer of the steamer *Planter* and your letter of the 10th instant forwarding survey on the engine and boilers of the steamer *Florida*.

The Department has requested the Secretary of War to have the appraised value of the *Planter*, \$9,000, paid over to it.

The repairs or the requirements for the *Florida* have been ordered to be executed with all practicable dispatch at the Novelty Works.

The Department is again under the necessity of calling your attention to its order requiring bimonthly reports of the stations of the

vessels of the squadron to be transmitted to it. It has been some time since a report of this character has been received.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding transfers of command.

NAVY DEPARTMENT, *September 18, 1862.*

SIR: Commodore Pendergrast has been directed to send the U. S. S. *Wissahickon* to Port Royal in charge of her first lieutenant. On her arrival you will transfer Lieutenant-Commander John L. Davis to the command and assign some acting master to the *Vixen* in the place of Davis.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Water Witch.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 18, 1862.

SIR: I have the honor to inform the Department of the arrival here this morning of the U. S. S. *Water Witch*, Lieutenant-Commander A. Pendergrast.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting copy of communication from Ex-Governor Pollock in reference to the Swash Channel, Charleston Harbor.

NAVY DEPARTMENT, *September 19, 1862.*

SIR: I herewith transmit a copy of a communication, dated the 16th instant, received from Ex-Governor James Pollock, esq., Philadelphia, in reference to the Swash Channel, Charleston Harbor.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

MINT OF THE UNITED STATES,
Philadelphia, September 16, 1862.

SIR: A true and loyal friend to the Government and nation has given me important information in relation to the channel in Charleston Harbor, South Carolina, through which the rebels were receiving aid from the English and at the same time escaping with their cotton.

He says that in the early part of 1861, and after the stone vessels had been sunk in the Ship Channel, he saw and conversed with a number of captains who had been connected with the Charleston line of steamers and of sailing vessels, particularly the latter, who informed him that in consequence of the filling up or obstructing the Ship Channel, the Swash Channel had greatly deepened and there was no difficulty in getting in through that channel. My friend, who is well acquainted with Charleston Harbor, believes from the information furnished by the captains that the *Ella Warley* and other steamers have passed through this channel. The information communicated deserves the consideration of the Navy Department. The gentleman to whom I refer, and who has given me the information herein contained, is Robert B. Potts, esq., of Camden, N. J., a man of the highest character and social position, and who has been extensively engaged in the Southern trade and shipping.

I am, very truly,

JAS. POLLOCK.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 19, 1862.

SIR: You will please proceed with the *Mercedita*, under your command, off Charleston and report for blockading duty to Captain S. W. Godon, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander H. S. STELLWAGEN,
U. S. S. Mercedita.

Report of Rear-Admiral Du Pont, U. S. Navy, of the departure for the north of certain United States vessels.

FLAGSHIP WABASH,
Port Royal Harbor, [S. C.], September 19, 1862.

SIR: I have the honor to inform the Department that I have dispatched the following vessels to the north:

The *Ino*, Acting Master Devens, commanding, to New York, with a number of men from the squadron whose times are out and for whom

there was no room on the *Massachusetts*. The *Ino* was also in want of certain outfits which could not be supplied here, and was without a proper complement of officers and crew. She sailed on the 11th instant.

The *Onward*, Acting Volunteer Lieutenant Nickels, commanding, to New York, to be docked, in consequence of injuries received from running aground. She sailed on the 18th instant.

The *James Adger*, Commander Baldwin, to Baltimore, to receive on board the new steam chimney constructing there. The steamer is in need of other repairs.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant Truxtun, U. S. Navy, commanding U. S. S. Alabama, transmitting correspondence regarding the firing upon flag of truce.

U. S. S. ALABAMA,

St. Andrew's, September 19, 1862.

SIR: I have the honor herewith to enclose you a letter just received from Lieutenant-Colonel Clinch, C. S. forces, and my reply thereto.

I am, sir, very respectfully, your obedient servant,

W. T. TRUXTUN,

Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

[Enclosures.]

HDQRS. SOUTH OF THE ALTAMAHA, *September 19, 1862.*

SIR: I have just learned, with much regret, that one of your boats bearing a flag of truce was fired into by my picket at Cabin Bluff. I hasten to apologize for the mistake, and to assure [you] that it was done under a misapprehension of the intentions of the boat. She had passed the picket and they were unwilling to expose themselves and hail her, as they should have done, because not long since three barges from some vessels off St. Simon's had approached the picket at Belle Point under the sanctity of a white flag and deliberately fired into the picket. Such a prostitution of an emblem held sacred by all other nations has caused yours to be fired into when on a bona fide errand. It shall not occur again. Allow me to say, however, if correctly informed as to the object of your flag, that it was an extraordinary one, as it is not usual to reward one's deserters and traitors by sending them their families and effects, however much we may desire to rid ourselves of such *canaille*. I desire also to call your attention to the two men lately captured by your barges at Black Point: One, Mr. Malcolm Crawford, is a citizen; I believe it is not usual to hold such as prisoners; the other, Mr. Thomas, is a private soldier. You are doubtless aware that in the late battle of Manassas alone we captured many thousand Federal soldiers and immediately released them on parole.

If Private Thomas be paroled I will see that he be exchanged. In conclusion, I desire to state that it is unpleasant for me to hold any intercourse whatsoever with you. We are in arms to defend our homes and families from destruction and outrages. Our defenseless towns have been plundered, our churches desecrated, and the widow and orphan robbed of their all. Our very slaves armed and excited against our women and children. Our feelings against your nation can be but of one character. I trust therefore that in future you will confine your flags of truce only to cases demanded by common humanity. This will be handed you by First Lieutenant Dunham.

I am, sir, respectfully,

DUNCAN L. CLINCH,
Lieutenant-Colonel of Cavalry, Comdg. South of the Altamaha.
 COMMANDING OFFICER OF STEAMSHIP NOW OFF CUMBERLAND.

U. S. S. ALABAMA,
St. Andrew's Sound, Georgia, September 19, 1862.

SIR: I have received your communication of this date containing your explanation of the firing into our boat under a flag of truce at Cabin Bluff.

I am entirely ignorant of the affair you mention at Belle Point or of the capture of two men at Black Point, but your communication will be forwarded to the admiral commanding for his consideration.

I can not but express my regret that you should take advantage of an official dispatch to express your private feelings either toward myself or the Government which I have the honor to serve.

I am, respectfully,

W. T. TRUXTUN,
Lieutenant-Commander.

Lieutenant-Colonel DUNCAN L. CLINCH,
Commanding C. S. Forces South of the Altamaha.

Order of Rear-Admiral Du Pont, U. S. Navy, to the senior officer in St. John's River, Florida, regarding cooperative measures for the occupation of Confederate batteries in those waters.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 20, 1862.

SIR: I have filled up the *Uncas* with ammunition, with which she leaves in the morning. I regret to say, however, there are no shells for the 100-pounder rifle. I may direct the *Uncas* to go into Wassaw and obtain a few from the *Sebago*.

I have received your official report of operations in the St. John's, and see the propriety of your suggestion that some troops should land and take the batteries in the rear in order to secure the garrison when shelled out by the gunboats.

General Brannan will proceed on Monday with some 1,500 men, with whom I recommend a cordial and efficient cooperation.

From information furnished by Acting Master Crane and by contrabands the troops can be landed at the creek below the bluff.

I would recommend that in the meantime you will disturb the rebels by an occasional shot and keep them from improving their work until the troops arrive.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander C. STEEDMAN,
Senior Officer, St. John's River.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes,
U. S. Navy, commanding U. S. S. Huron.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 20, 1862.

SIR: You will please proceed with the *Huron*, under your command, off Charleston and report for blockading duty to Captain S. W. Godon, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. DOWNES,
U. S. S. Huron.

*Report of Rear-Admiral Du Pont, U. S. Navy, of the departure for
Philadelphia of the U. S. ship Dale.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 20, 1862.

SIR: I have the honor to inform the Department of the departure, on the 17th instant, for Philadelphia, of the U. S. sloop *Dale*.

This vessel has been long in commission and her crew twice threatened with scurvy. They are a fine body of men, and, though the *Dale* has been a serviceable vessel in her way, the crew would be more useful if transferred to a steamer.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, regarding affairs in the vicinity of Georgetown, S. C.

U. S. BARK GEM OF THE SEA,
Georgetown Harbor, September 20, 1862.

SIR: I have the honor to report to you that all is quiet here and in the vicinity at present, and also that there are 124 contrabands and 18

refugees on North Island under our protection. They are all in a destitute condition for the want of food and clothing. I am now supplying them with half rations from the bark and a half peck of the captured rice each per week, which makes them very comfortable in the way of food.

There is now and then a contraband coming in at this station, who has made his escape from his master, but they bring no reliable information in regard to the movements of the rebels.

I have provisions on board for about four weeks from this date for the ship and contrabands-ashore.

Please find enclosed a letter, which I received to-day by U. S. S. *Water Witch*, dated at Georgetown, S. C., August 7, 1862, from a person who signs his name as "Unionist." I am under the impression the letter is from Mr. David Risley, who lives at Georgetown, S. C., and has a sawmill at that place. There is mention made in the accompanying letter of spies landing on North Island at North Inlet and coming down to the south end through the woods. I have seen nothing of the kind as yet, although I have twelve contrabands as pickets, who take their turns in going to North Inlet twice a day to see if there is any sign of any one landing there; and to make sure that those pickets do their duty I have placed pickets at the north end of the island, that they may bring me one back on their return to report.

I am, respectfully, your obedient servant,

I. B. BAXTER,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

[Enclosure.]

GEORGETOWN, S. C., August 7, 1862.

SIR: I sent you a communication by Denny, in which I told you that the steamer *Nashville* was in the Ogeechee River. I afterwards learned that the steamer *Sue* was also there. General Pemberton visited this place on the 3d instant to select a suitable location for batteries. He said that he would erect one at Frazier Point and one at Mayrant's Bluff as soon as he could get the men and guns.

Ward's artillery company, 150 strong, have left their encampment near Georgetown, and a part of them are now located at Laurel Hill, on the Waccamaw; the balance are between the Pedee and Black rivers. Your camp on North Island is frequently visited by spies. They go to North Inlet and walk up through the woods. The pilot on these expeditions is one Jasper Canida. The cavalry force near Georgetown is about 500 strong.

The writer will be absent from Georgetown until about the 1st November.

Your obedient servant,

"UNIONIST."

SENIOR OFFICER COMMANDING BLOCKADING SQUADRON,
Off Georgetown Entrance.

[Telegram.]

U. S. S. POTOMSKA,
Fort Monroe, September 20.

Have been compelled to return here; engine in bad condition; chief engineer not competent. Have not got one good engineer on board. Under the most favorable circumstances could not get 5 miles an hour out of her; with that speed, and carrying only 45 tons of coal, can not get anywhere. I send this by permission of Admiral Wilkes, senior here. Waiting for instructions.* Can not get along without at least one good engineer.

WM. BUDD.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Mitchel, U. S. Army, advising postponement, on account of storm, of the expedition in St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 21, 1862.

GENERAL: When the communication from your adjutant-general came to-day the weather had not quite declared itself, and I felt like deferring an hour or two before making the suggestion, which I do not now hesitate to make, that the troops should not embark until this storm is over.

The discomfort to them is very great under any delay, and the bars are rendered impassable on the coast generally, particularly the St. John's, until a day or so after the storm.

My force, as you are aware, is on the river, excepting the vessel with the supply of ammunition, which will precede the expedition. It is for the troops that I feel concern, and hence this note.

I am, general, with great respect, yours, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General MITCHEL,
Commanding Department of the South.

Report of Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, of the capture on Folly Island of six reputed passengers from British steamer Anglia.

U. S. S. CONEMAUGH,
Stono Inlet, September 21, 1862.

SIR: I have the honor to report to you that early this morning I sent the *Ellen* and captured six persons discovered on Folly Island. I desire to know what I am to do with them.

They state that they were passengers on board the English steamer *Anglia*, which sailed from Nassau on the 17th instant, with the intention of running the blockade off Charleston; that between 1 and 2 o'clock a. m. on the 19th instant the steamer, having passed several of

* See Series 1, vol. 8, pp. 78 and 79.

the blockading vessels, and being off the entrance of the harbor, missed the channel and got aground to the southward. Fearing that the vessel would go to pieces before morning, they were landed on Folly Island, which was quite near, where they have remained without food until this morning, when they gave themselves up.

The steamer was not seen by them the next morning and the inference is that she escaped.

Enclosed I send you the names of the prisoners on board, with all the information regarding them I have been able to obtain. I am informed by them that the yellow fever was at Nassau when they left, but they had no sickness on board during the passage.

I am nearly out of coal and require some repairs, and if it be proper, with your permission, I would like to take the *Conemaugh* to Port Royal.

I am, sir, very respectfully, your obedient servant,

R. WERDEN,

Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

We, whose names are hereunto attached, do hereby solemnly swear, without any mental reservation or evasion whatever, that while on board the U. S. S. *Conemaugh* we will not, by any word or deed, do anything prejudicial or detrimental to the interests of the Government of the United States. So help us God.

E. ZACHRISER.

W. K. MATTHEWS.

E. S. JONES.

A. J. PENINGTON.

JAS. W. CARMEN.

JULIEN RANSOM.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to proceed off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 22, 1862.

SIR: You will proceed with the *Gemsbok* under your command off Charleston and report for blockading duty to Captain S. W. Godon, of the *Powhatan*, the senior officer.

I send you to relieve the *Restless*. Enclosed are squadron papers.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Acting Volunteer Lieutenant ED. CAVENDY,

U. S. Bark Gemsbok.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch, to proceed for delivery of ammunition to St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 22, 1862.

SIR: You will proceed with the *Water Witch* under your command to Wassaw Sound and receive from the *Sebago*, Commander Ammen, thirty 100-pounder rifle projectiles. You will next proceed to St. Simon's and receive fifty more of the same from the *Pawnee*, if she can spare them. For each projectile you will obtain a cartridge.

You will then proceed to the St. John's River, reporting to Commander Steedman and delivering to him the above ammunition.

You will return to this port as soon as Commander Steedman has any important communication to send by you or immediately after the operations contemplated are completed.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander A. PENDERGRAST,
U. S. S. *Water Witch*.

Orders of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, senior officer off Charleston, regarding squadron matters.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 22, 1862.

SIR: I send you the *Gemsbok* to relieve the *Restless* at her present station. You will please dispatch the latter vessel at once to Port Royal.

Your dispatch of the 19th instant was received last night by the *Water Witch*. The order to the yacht *America* in reference to boarding vessels was covered entirely by my blockading instructions of October 24, as modified by the instructions of December 9, 1861, to which you will please refer. As the *America* may not have these instructions, I send herewith squadron papers directed to Acting Master Baker.

I also send herewith squadron papers for the *Housatonic* and *Mercedita*, the receipt to be acknowledged.

Master's Mate [Sherman] Allen will be sent north by the first opportunity. If you have anyone on board the *Ponchaton* whom you can recommend to his place send his name to me and I will give him an appointment; there is no spare master here at present.

You will send the *Flag* to Port Royal whenever you can dispense with her, the *Housatonic* taking her place. I have received the charts with the one in which the position of the blockading vessels are marked, and, as far as I can judge, they seem to be judiciously placed.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
Senior Officer off Charleston.

Letter from Major-General Mitchel, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding information received as to the blockade runner Nashville in Ogeechee River.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, September 23, 1862.

ADMIRAL: I am informed by Colonel Barton, commanding at Fort Pulaski, that on yesterday two intelligent negroes came into the fort, having escaped from Savannah the day before. They brought Charleston papers of the 20th instant. From the negroes Colonel Barton learns that the Confederate steamer *Nashville* has taken in a full cargo of cotton near the [Savannah and] Gulf Railroad bridge, and has dropped down near the battery at Genesis Point, where she now lies, watching her opportunity to make her escape. This intelligence I think reliable, and I thought it proper to communicate it to you, though you may possibly have more accurate information.

I am, respectfully, your obedient servant,

O. M. MITCHEL,
Major-General, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding Squadron.

Letter from Major-General Mitchel, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, giving additional information regarding affairs in Savannah River.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 23, 1862.

ADMIRAL: I questioned the negroes alluded to in my note of this morning, and they say that the ram now building at Savannah from the *Fingal* will be ready probably in about three weeks, and that the floating battery is now in better condition and is intended for use near Savannah at the head of one of the islands. They further report that the river is now thoroughly obstructed. I therefore conclude that there is no probability of the ram giving any assistance to the *Nashville* at present.

Very respectfully, your obedient servant,

O. M. MITCHEL,
Major-General, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding Blockading Squadron.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Mitchel, U. S. Army, in regard to proposed expedition up the St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 23, 1862.

SIR: As you requested me, I think I may venture to say that the transports may leave at any time, as far as the weather is concerned from present appearances, that you may deem best.

The bar at St. John's is still in a disturbed condition no doubt, but I hope will be passable in a day or two; in which case, as the spring tides are making, it is desirable that the vessels should take advantage of them.

The *Uncas* left this morning by the inland passage and the *Water Witch* outside, and though the latter has to call at two places, I have no doubt both will be at St. John's before the arrival of the troops.

I deem it proper to say that, as this is the month of September, during which the weather is always unsettled, in case the transports find it dangerous to cross the St. John's Bar, that they can run into Fernandina, in which event it would be of the utmost importance to keep the destination of the expedition secret, as there is constant communication between Fernandina and the St. John's.

Please accept my thanks for the information you so kindly sent me to-day in reference to the rams at Savannah.

I am, general, respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General O. M. MITCHEL,
Commanding Department of the South.

Report of Lieutenant-Commander Truxtun, U. S. Navy, commanding the U. S. S. Alabama, of the capture of the British schooner Nelly.

U. S. S. ALABAMA,
Off Ossabaw Sound, Georgia, September 23, 1862.

SIR: I have the honor to inform you that this vessel, under my command, captured on this date the English schooner *Nelly*, from Nassau, purporting to be bound for Baltimore.

At the time of her capture she was in 9 fathoms water with the land in sight.

Her cargo consists, according to her papers, of drugs, hardware, salt, soda ash, and nine barrels salt.

I have sent her to Philadelphia for adjudication in charge of Acting Master J. H. Stimpson. Her captain remains in her. Her crew, consisting of four men, are still on board this ship, and will be sent north at the earliest opportunity.

I am, sir, very respectfully,

W. T. TRUXTUN,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal Harbor.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, regarding the U. S. vessels Norwich and Gem of the Sea.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 23, 1862.

SIR: Enclosed is an order to the *Norwich* to proceed at once to Georgetown and relieve the *Gem of the Sea*, which vessel I purpose to send to Boston.

If the *Norwich* is in want of coal, supply her, if possible, with a few tons; there is none in this harbor. I will send her some at the earliest moment I can.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
Senior Officer off Charleston.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 23, 1862.

SIR: On the receipt of this order you will please proceed with the *Norwich* under your command to Georgetown and relieve the *Gem of the Sea*, which vessel will immediately sail for Boston on your arrival.

You will receive from Acting Volunteer Lieutenant Baxter all information in reference to the condition of things in and around those waters, enquiring particularly about certain steamers reported to be armed and said to be lying above Georgetown.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. DUNCAN,
U. S. S. Norwich.

P. S.—If you find it any advantage to make use of the *Gem of the Sea* or her commander for a few days in making reconnoissances or otherwise, you can do so, which will also secure her better weather going north.

S. F. D. P.,
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Baxter, U. S. Navy, commanding U. S. bark Gem of the Sea, to proceed to Boston, Mass.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 23, 1862.

SIR: On the arrival of the *Norwich*, you will, as soon as possible, proceed to Boston, reporting to the commandant of the yard and through him to the Secretary of the Navy.

The *Gem of the Sea* has been on this station over ten months and most of that time engaged in the arduous duty of blockading, and I deem it but just that the officers and crew should have some relaxation and the ship undergo such repairs as may be necessary to fit her again for active service.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant I. B. BAXTER,
U. S. Bark Gem of the Sea.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. S. Housatonic at Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 23, 1862.

SIR: I have the honor to report to the Department the arrival off Charleston on the 19th instant of the *Housatonic*, where, for the present, she is stationed on blockading duty.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, for the rigid enforcement of regulations governing traffic within the limits of his command.

NAVY DEPARTMENT, *September 24, 1862.*

SIR: You will allow no vessel to import or export merchandise at any part of the country blockaded. Beaufort [Port Royal*], S. C., is the only port open to general traffic within the limits of the South Atlantic Blockading Squadron.

You will not regard what are called "permits" from any officer except the Secretary of the Treasury, War, or Navy, as authorizing the ingress or egress of any vessel in violation of the blockade.

There must be no favoritism or license given to any one or more of our countrymen to traffic within the blockaded region, or to import or export merchandise. That would be justly considered as evasive of the blockade and in bad faith.

No officer of the Army or Navy is authorized to grant permits, and you will seize all vessels engaged in illegal traffic.

Such vessels as, under the authority of the War or Navy Department, may be engaged to carry supplies to the Army or Navy will take no return cargo.

The blockade is intended to interdict all trade whatever with the country blockaded during its continuance, and should be rigidly enforced.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

*See proclamation of President dated May 12, 1862, Series I, vol. 8, p. 21.

Letter from Major-General Mitchel, U. S. Army, to Flag-Officer Du Pont, U. S. Navy, regarding the expedition to St. John's River, Florida.

HEADQUARTERS OF THE DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., September 24, 1862.

ADMIRAL: I have the honor to inform you that the expedition to St. John's River is ordered to be in readiness to sail on to-morrow morning, the 25th instant, at 10 o'clock.

Very respectfully, your obedient servant,

O. M. MITCHEL,
Major-General, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding Blockading Squadron.

Capture of the British schooner Agnes, by the U. S. S. Florida, off St. Andrew's Sound, Georgia, September 25, 1862.

Report of Captain Godon, U. S. Navy.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 13, 1862.

SIR: I have the honor to inform the Department of the capture of the English schooner *Agnes*, by the *Florida*, for a violation of the blockade of St. Andrew's, on the 25th ultimo.

The passengers found on board and a portion of her crew were sent north in the *Massachusetts*. The *Agnes* being direct from Nassau, and reporting yellow fever at that port, I required her to anchor near the guard ship in Port Royal Roads until the weather would permit her sailing in safety for Philadelphia. Acting Master's Mate J. De Kay, in charge of the *Agnes*, misapprehending his instructions, proceeded to sea without authority on the 10th instant, leaving behind the papers found on board the *Agnes* at the time of her capture, which I forward herewith.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. Florida.

U. S. S. FLORIDA,
St. Andrew's Sound, Georgia, September 26, 1862.

ADMIRAL: I have the honor to report the capture of the English schooner *Agnes*, of and from Nassau, by this ship under my command, for violating the blockade of this port on the afternoon of the 25th instant.

The crew consists of a captain, mate, and four men. Two passengers were also found on board, one of whom, a Mr. Hernandez, had succeeded in running the blockade from Savannah in the *Agnes* with a

cargo of cotton on the 5th of July, 1862, and was captured three days later off Hole in the Wall by the *Huntsville*. The schooner was taken to Key West, condemned, and sold. He had previously run the blockade in the schooner from Doboy; is a Savannah pilot and thoroughly acquainted with the numerous sounds and inlets on the Southern coast.

The other passenger, J. A. Silliman, was captured in the schooner *W. H. Northrop*, by the *Fernandina*, on the North Carolina coast. He appears to be an old hand at the business, and his perfect familiarity with the Southern coast has added greatly to his success. They acknowledge their destination on the present occasion to have been Doboy Sound; but being unable to fetch, they stood away for this place.

I have placed a prize crew on board and sent her to Philadelphia for adjudication under charge of Acting Master's Mate J. De Kay, with orders to touch at Port Royal, having some doubts as to her seaworthiness.

The captain and one man accompany her, the balance of the crew remaining on board this vessel until a favorable opportunity occurs for sending them north.

The passengers above alluded to I have ordered to report to you.

Very respectfully, your obedient servant,

R. W. SCOTT,

Lieutenant-Commander, U. S. Navy, Comdg. U. S. S. Florida.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Lieutenant-Commander Semmes, U. S. Navy, commanding U. S. S. Wamsutta.

U. S. S. WAMSUTTA,

St. Simon's, Georgia, October 2, 1862.

SIR: I send by the *Massachusetts* the mate, three of the crew, and two passengers of the schooner *Agnes*, taken by the *Florida* on the 25th ultimo whilst running the blockade of St. Andrew's Sound.

I am, respectfully, your obedient servant,

A. A. SEMMES,

Lieutenant-Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Mitchel, U. S. Army, announcing his immediate departure for Washington, D. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., September 26, 1862.

GENERAL: The gunboat *Potomska* is just in, three days from Hampton Roads.

She brings me an order from the Navy Department to report at Washington without delay on matters connected with my command.

As this order is dated so far back as the 10th instant, I feel it incumbent to leave in the morning; otherwise I should have the satisfaction of taking leave of you in person.

I shall go in one of my smaller steamers, which will enable me to leave the *Wabash* for the better protection of this harbor.

The senior officer in my place is Captain S. W. Godon, now off Charleston. I will direct him to repair to Port Royal. His headquarters will be on the *Vermont*.

I purpose leaving between 7 and 8 in the morning, and hope to be back in a couple of weeks.

With great respect, etc.

S. F. DU PONT,
Rear-Admiral.

Major-General O. M. MITCHEL,
Commanding Department of the South.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Truxtun, U. S. Navy, commanding U. S. S. Alabama.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 26, 1862.

SIR: The *Alabama* requiring repairs which can not be made here, you will, as soon as you are ready for sea, proceed to Philadelphia, and on your arrival report yourself to the commandant of the navy yard, and through him to the Secretary of the Navy.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. T. TRUXTUN,
U. S. S. Alabama.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, regarding the U. S. S. Ellen.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 26, 1862.

SIR: As soon as practicable you will relieve the *Ellen*, Lieutenant-Commander Gillis, and dispatch her to Port Royal

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
U. S. S. Powhatan.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels under his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 26, 1862.

SIR: I have the honor to report to the Department the positions on blockade of the vessels of my squadron:

At Georgetown, S. C., steamer *Norwich* and a small steam tug captured from the rebels.

Off Bull's Bay, the *Gemsbok*.

Off Charleston, steamers *Powhatan*, *Canandaigua*, *Housatonic*, *Mercedita*, *South Carolina*, *Bienville*, *Marblehead*, *Flambeau*; schooners *America* and *G. W. Blunt*.

In Stono, the *Conemaugh* and *Ellen*.

In North Edisto, the *Huron*.

In St. Helena Sound, the *Shepherd Knapp*.

In Wassaw Sound, the *Sebago*.

In Ossabaw Sound, steamers *Vixen* and *Dawn*, and bark *Fernandina*.

In St. Catherine's, the bark *Braziliera*.

In Sapelo, the *Madgie*.

In St. Simon's, the *Wamsutta* and *Pawnee*.

In St. Andrew's, the *Florida*.

At Fernandina, the *Sumpter*.

In St. John's River, the *Paul Jones*, *Water Witch*, *E. B. Hale*, *Uncas*, and *Patroon*. These steamers, with the *Cimarron* (which put into Port Royal for repairs), in conjunction with a detachment from the Army, under Brigadier-General Brannan, are operating in St. John's River to destroy some batteries of the enemy lately erected.

Off the Fishing Rip (Port Royal) as guard ship, the *Vandalia*.

In the harbor of Port Royal, the *Wabash*, *Vermont*, *Flag*, *Alabama*, *Mohawk*, bark *Restless*. Of these the last four are undergoing repairs and taking in provisions.

The *Hope* is used chiefly as a dispatch vessel.

The high-pressure steamers *Planter* and *Darlington* have been transferred to the Army.

The *Pawnee* has to-day been ordered from St. Simon's to Wassaw to reinforce the *Sebago*, and the *Florida* to Ossabaw to assist in blockading up the *Nashville*.

FLAGSHIP KEYSTONE STATE,
Off Charleston, September 27, 1862.

Since the above was written I have, in obedience to the Department's order of the 10th instant, transferred my flag to the *Keystone State* on my way to Philadelphia. I have examined again the positions of the blockading vessels off this port. They are most judiciously placed, yet I must report to the Department that they are too few in number.

I trust that some of the steamers which have gone north for repairs, particularly the gunboats, are on their way to rejoin this squadron.

Captain Godon, of the *Powhatan*, proceeds to Port Royal to assume charge of the squadron during my absence.

He will take up his residence on board the *Vermont*, as it was impossible to spare the *Powhatan* from off Charleston.

I have the satisfaction to inform the Department that during the past week one steamer has been prevented from getting into Charleston and another driven back and shelled by the *Flambeau* while temporarily on the beach under the batteries. A schooner was also driven back by the *Norwich* a few nights previous.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 27, 1862.

SIR: Immediately upon receipt of this order you will proceed with the *Florida* under your command to Ossabaw Sound, Georgia, and report for blockading service to Lieutenant-Commander John L. Davis, of the *Vixen*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander R. W. SCOTT,
U. S. S. *Florida*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to Philadelphia for repairs.

FLAGSHIP KEYSTONE STATE,
Delaware Bay, September 29, 1862.

SIR: I purpose leaving this ship at New Castle, to facilitate my departure for Washington.

So soon as I have landed you will please proceed to Philadelphia, reporting your arrival to Commodore Pendergrast. Please say to him that I have forwarded your requisition and list of repairs necessary for the *Keystone State* to the Navy Department. Whatever he can do in the meantime to accelerate them, I shall be greatly obliged to him for.

I would respectfully suggest to him that she be docked at once, and you will explain that it will only be necessary that she should remain there a short time.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander W. E. LE ROY,
U. S. S. *Keystone State*, Delaware Bay.

Report of Captain Green, U. S. Navy, regarding an attack made by Lieutenant-Commander Nicholson, commanding U. S. S. Marblehead, upon fortifications on Sullivan's Island, South Carolina, September 30, 1862.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., October 1, 1862.

SIR: I have to report that yesterday, the 30th ultimo, Lieutenant-Commander Nicholson, without authority from me, attacked the fortifications situated on the eastern end of Sullivan's Island, near Breach Inlet, and continued the attack for some time after signals had been made to him from this ship to discontinue it. He has informed me verbally that he had your authority for a part of his extraordinary proceeding, and I therefore beg leave to submit the following statement of the affair, and request such action as you may deem necessary

to vindicate discipline and good order in the blockading force off this port.

At about 1:30 p. m. on the 30th ultimo the *Marblehead* made signal requesting permission to exercise at target firing, which request was granted. At or about 2:10 p. m. the officer of the deck of this ship reported to me that she had commenced firing, and, presuming it was in strict compliance with the permission granted, I took no further notice of it until an unusual stir and excitement on board of this vessel caused me to go on deck, when I discovered that the *Marblehead* had taken a position within range of, and opened fire upon the fortifications above mentioned. The enemy returned the fire and continued to do so until after the *Marblehead* had ceased firing and was out of range.

Disapproving and surprised at the unauthorized proceeding of Captain Nicholson, and, furthermore, believing that he could not inflict any permanent injury on the enemy, but, on the other hand, that his vessel might be so seriously crippled, if nothing worse, as to render it necessary for her to go to some Northern or other port for repairs, thereby reducing the force off this port, now barely sufficient for its stringent blockade, I made signal to him to "cease firing." This signal was tardily answered, and the attack continued in disobedience to it until some time after another signal had been made to and answered by him to "come within hail" of this vessel.

I am, very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Captain S. W. GODON,
Comdg., pro tem., South Atlantic Blockading Squadron.

Letter from Captain Green, U. S. Navy, to Lieutenant-Commander Nicholson, U. S. Navy, stating his intention to report his conduct to the senior officer.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., October 1, 1862.

SIR: Your attack on the fortifications on the neighboring shore yesterday, even admitting, as you informed me verbally, that you had previously obtained Captain Godon's permission to use said fortifications for target practice, and your continuance of the attack after two separate signals had been made from this vessel and answered by you, viz, one directing you to "cease firing" and the other to "come within hail," appears to me so violative of military propriety and usage that I deem it my duty to report the matter to the senior officer commanding this squadron.

Should you have any statement or explanation to make in relation to the proceedings, it will give me pleasure to forward it enclosed with my report.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Lieutenant Commanding S. NICHOLSON,
Commanding U. S. S. Marblehead, off Charleston, S. C.

Report of Lieutenant-Commander Nicholson, U. S. Navy, commanding U. S. S. Marblehead, in explanation of his attack upon fortifications on Sullivan's Island, South Carolina, September 30, 1862.

U. S. GUNBOAT MARBLEHEAD,
Off Charleston, October 2, 1862.

SIR: I respectfully state, in reply to your communication of yesterday, that I had received Captain Godon's permission to exercise at target.

In granting this he very significantly told me that the forts at Breach Inlet were a capital target.

I willingly adopted his suggestion, and after I obtained your permission to fire at target I felt there was no impropriety in carrying out Captain Godon's suggestion.

When your first signal was made I ordered it answered at once, but some delay occurred before it was read properly, and in the meantime some shell were fired, but I trust you will believe that no disobedience of orders was intended.

Very respectfully, your obedient servant,

S. NICHOLSON,
Lieutenant-Commander.

Captain JOSEPH F. GREEN,
Senior Officer Present.

Explanatory report of Lieutenant-Commander Nicholson, U. S. Navy, commanding U. S. S. Marblehead, regarding the attack upon fortifications on Sullivan's Island, South Carolina, September, 30, 1862.

U. S. GUNBOAT MARBLEHEAD,
Off Charleston, October 6, 1862.

'SIR: Your communication* of yesterday, enclosing the report of Captain Green, has just been received, and in reply I respectfully make the following statement:

On the 30th ultimo, seeing a large number of men employed on the fortifications at the mouth of Breach Inlet, I thought it a capital opportunity to carry out your suggestion of using their works as a target, believing also that I could do them some damage with but very little risk to this vessel.

After having obtained Captain Green's permission for target practice I never for a moment supposed there was any impropriety in my opening upon the fort.

I had fired several shell from the XI-inch gun and rifled cannon forward, landing them with great accuracy and causing considerable commotion among the working party on shore, the enemy replying, when a signal was reported from the *Canandaigua*, which was at first read 22. Soon after the lower repeater, which had been obscured by their ensign, was discovered and the signal interpreted properly. Some minutes may have elapsed and two or three shots fired after the signal went up, and before I gave the order to cease firing, but I must disclaim any disrespect or intended disobedience of orders; nothing was farther from my thoughts.

* Not found.

I will now mention that we labor under great disadvantage in reading signals, owing to the miserable quality of the ship's glasses furnished this vessel.

I forgot to state that Captain Mullany saw and spoke of the lower signal being hid by the ensign of the *Canandaigua*, when she made the signal to cease firing.

I sincerely hope the foregoing explanations will be satisfactory to Captain Green and yourself, and relieve me from any implied impropriety of conduct.

Very respectfully, your obedient servant,

S. NICHOLSON,
Lieutenant-Commander.

Captain S. W. GODON,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. S. Marblehead, Lieutenant-Commander Nicholson, U. S. Navy, commanding.

September 30, 1862.—At 2:30 p. m. engaged battery on Sullivan's Island, firing 12 XI-inch time fuze, 1 solid shot from rifle, 3 5-second shell, 2 percussion, and 11 unloaded shell, evidently doing some execution, as they all fell in and around the fortification. They returned our fire with 31 shot, 2 of which passed directly over us, others falling short.

[Telegram.]

WILMINGTON, [DEL.], September 30, 1862.

Arrived sixty hours from Charleston in *Keystone State*. Please telegraph here the day you desire me to report.

S. F. DU PONT.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, October 1, 1862.

You will probably remain in Washington Thursday night. Come directly to Judge Blair's, where I am keeping house alone.

G. V. FOX.

Rear-Admiral DU PONT,
Wilmington, Del.

Letter from Captain Dahlgren, U. S. Navy, to the Secretary of the Navy, applying for command of naval forces to attack the defenses of Charleston, S. C.

BUREAU OF ORDNANCE,
Navy Department, October 1, 1862.

SIR: I am induced by circumstances to renew my request for service afloat, in command of the forces that are to enter the harbor of Charleston, which will probably occur very soon.

How far my antecedents justify so great a trust I respectfully leave to the consideration of the Department, without remark from me. I may say, however, that the operation will be almost entirely restricted to the application of the ordnance, and in this I should be able to claim some advantage.

There could hardly be any special exception as regards rank, because the acting rear-admiral of the Northern Atlantic Squadron (Captain Lee) is only the fourth officer above me, and it is understood that Commander David Porter, who is an entire grade below me, is to command the Mississippi Flotilla with suitable rank.

As Rear-Admiral Du Pont is now about to leave his command, I beg leave to suggest the opportunity as convenient; this distinguished officer has had, and well used the occasion offered, and would, I presume, offer no objection to some respite.

I have the honor to be, with profound respect, your obedient servant,

JNO. A. DAHLGREN.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Godon, U. S. Navy, regarding the capture of Confederate pilot attempting to pass the blockade at Sapelo, Georgia.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 1, 1862.

SIR: Before I reached this place, after Rear-Admiral Du Pont's leaving Charleston, Captain [W. R.] Taylor, then senior officer, had already sent north by the *Alabama* William H. Gladding, a pilot, taken in a schooner attempting to pass the blockade at Sapelo, and reported him to you as too dangerous a man to be allowed to be adrift.

I have just heard from Lieutenant-Commander Barnes, now at Ossabaw, that he learns from contrabands at that place that the *Nashville* is ready to go to sea from the Ogeechee River, and is waiting only the arrival of this same Gladding to pilot her out.

The information is so direct and points so distinctly to the man's character that I beg leave to call the attention of the Department to the fact, and to urge that he may be placed and kept where his only merit, stout-hearted treason, may do no harm.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Operations in St. John's River, Florida, under Commander Steedman, U. S. Navy, in cooperation with Brigadier-General Brannan, U. S. Army, October 1-12, 1862.*

Report of Commander Steedman, U. S. Navy, regarding a preliminary reconnaissance of St. John's Bluff, by the U. S. steamers *Cimarron*, *Water Witch*, and *Uncas*.

U. S. S. PAUL JONES,
St. John's River, Florida, October 3, 1862.

SIR: I have just learned from General Brannan his intention of dispatching immediately to Port Royal the steamer *Cosmopolitan* for a reinforcement of troops.

The General arrived off the bar 6 o'clock a. m. on the 1st, and by noon all the transports were safely brought over the bar. The same night, with the assistance of our boats, some 400 troops were landed on the mainland. At this time all the infantry has been landed, and the section of artillery and horses for the same.

On the afternoon of the day of the arrival of the transports, Commander Woodhull, with the *Cimarron*, *Water Witch*, and *Uncas*, proceeded up the river to feel the batteries at St. John's Bluff, the enemy having been busily engaged several days on some work in and around the old battery. When he got within range he opened on the enemy, who promptly responded with their three heavy guns, with great accuracy as to the range. The fire from the gunboats was as rapid and well directed as could be desired.

So soon as the General and myself were satisfied with the reconnaissance, I had the recall hoisted, and the vessels dropped below just out of their range, where they anchored and are at present covering the army. It affords me much pleasure to say that the whole affair was very gallantly done, and my orders were fully carried out.

It is very gratifying to me to be able to inform you that the General and myself work with the utmost harmony, and have every reason to believe that we will be able to give a good account of the combined expedition.

When we left Port Royal the *Cimarron* and *Paul Jones* had but 70 tons of coal on board of each vessel. From Fernandina I succeeded in getting a small supply, which has kept us in a condition for service up to this time, when I was obliged to call upon General Brannan for a supply, who was kind enough to let me have some 50 tons, all he could spare. We have now a sufficiency to last five days. I must therefore earnestly request that a coal vessel of light draft may be sent down in tow of the *Cosmopolitan*.

I must also request that if it is possible a supply of 100-pounder Parrott shell, with the necessary ammunition, may be sent me at the same time. The *Uncas* and *Water Witch* brought but 80 rounds, which were divided between this vessel and the *Cimarron*.

Please excuse this hurried communication, as it is only half an hour since I learned the intention of General Brannan to dispatch a vessel to Port Royal.

I have the honor to be, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Squadron, Port Royal, S. C.

* For report of Army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. *Cimarron*, of a reconnoissance of St. John's Bluff.

U. S. S. CIMARRON,
St. John's River, Florida, October 3, 1862.

SIR: I have the honor to report that in obedience to your order I ascended this river yesterday with this vessel, accompanied by the *Water Witch* and *Uncas*, for the purpose of making a reconnoissance of the forts at St. John's Bluff.

The result of my observations was such as led me to believe that there are four or five heavy guns mounted at that place, besides either one or two rifled pieces, and that since the last engagement with the flotilla under your command one (if not more) battery has been erected below the principal battery on the bluff.

On my reaching abreast of Sister's Creek the batteries opened a heavy and well-directed fire, principally from the heaviest of their guns, the missiles striking all around the *Cimarron*, their fuzes being so accurately timed that the explosion of the shells threw the water on our decks. This vessel promptly responded to their fire, and the others, as their guns came within range.

Owing to the adverse state of the tide and wind, combined with the bad steering qualities of this vessel, great difficulty was experienced in maneuvering her so as to bring all her batteries in full effect. While attempting this, when about 200 yards above the entrance of Sister's Creek, she got ashore, and, notwithstanding all our exertions, we lay for fifteen minutes exposed to a raking fire from the forts, and the *Water Witch* in coming up at the same time also unfortunately got aground. By a sudden flaw of wind, providentially, we paid off and got afloat, when I steamed down the river 100 yards or so to take a new start, when it was reported to me that a gun had been fired from the *Paul Jones*, which had a signal flying, and in obedience to which I steamed just out of range of the forts and dropped anchor, together with the *Water Witch* and *Uncas*, after being under fire for an hour and a half.

I have to state that the conduct of the officers and crew of this vessel elicited my warmest commendation, and their coolness while we were aground, exposed to a raking fire of the enemy, their shells bursting on all sides of us (during which every evolution that the position required was performed in a satisfactory manner), called forth my surprise and admiration.

It is with pleasure that I have no casualties to notify you of, our escape without loss appearing miraculous, the vessel in company supposing us to have been repeatedly struck, so well directed were the guns of the enemy. All of which I most respectfully submit for your consideration.

I am, very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Commander CHARLES STEEDMAN,
Commanding U. S. Flotilla, St. John's River.

Report of Commander Steedman, U. S. Navy, of the capture of batteries on St. John's Bluff.

U. S. GUNBOAT PAUL JONES,
Off St. John's Bluff, St. John's River, Fla., October 4, 1862.

SIR: The flag of the United States flies over the batteries at St. John's Bluff. It was hoisted yesterday afternoon by Lieutenant Commanding Snell, the enemy having become alarmed at the combined demonstration of the army and navy, leaving everything—guns, munitions, provisions, and camp equipage.

The batteries consisted of two VIII-inch smoothbore; two VIII-inch columbiads; three VIII-inch siege howitzers; two rifled 4.6-inch guns; the field battery the enemy carried away, leaving, however, the munitions.

Immediately on the flag being shown, I steamed with this vessel and the *Hale* to Jacksonville, where I arrived at 7 o'clock p. m. From information obtained I learned that the greater part of the rebel army had crossed at that point during the midnight and morning of 2d and 3d. This is the result of our success. I will, so soon as I have time, make a more detailed report.

It affords me the utmost gratification to inform you that General Brannan and myself are in perfect accord.

We are in great want of coal, and I must earnestly request that a light-draft schooner with a supply may be sent in tow of the *Cosmopolitan*.

I have the honor to be, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Commander and Senior Officer Present.

Rear-Admiral SAMUEL F. DU PONT,
Comdg. South Atlantic Squadron, Port Royal, S. C.

Report of Captain Godon, U. S. Navy, of the capture of the battery at St. John's Bluff and occupation of St. John's River by the Federal forces as far as Jacksonville, Fla.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 5, 1862.

SIR: The Department is doubtless aware that an attack by the rebels had been made some time since on the gunboats employed on the inside blockade of St. John's River. A battery had been erected on St. John's Bluff, and heavy guns planted which kept those small vessels in the immediate vicinity of Mayport Mills.

Commander Steedman, with a larger force, had been ordered by Admiral Du Pont to look to this. Having approached the fort and felt its force, he urged that troops might be sent to aid in securing the garrison when the battery should be silenced by the gunboats, and to alter the insolent tone of the rebel military authority in that quarter. General Mitchel, with his characteristic promptness, detailed a suitable force for that purpose, under General Brannan, which sailed hence on the 30th ultimo. I have now the honor to inform the Department that I have just received the report of Commander Steedman, in which he informs me that the cooperating force under General Brannan having arrived and landed with great promptness, the gunboats advanced and after a spirited and, as it seems, well-directed fire, silenced the battery, which was then occupied by our force.

The rebels seem to have retired in much haste, leaving guns (nine in number, seven of which were VIII-inch and two 4½-inch rifles), munitions, provisions, and camp equipage. This success has been without loss on our side. The vessels then ascended the St. John's to Jacksonville, and there learned that rebel forces had retreated beyond that point. We retain possession of St. John's River as far as Jacksonville.

I have the honor to be, sir, very respectfully, your obedient servant,
S. W. GODON,

Captain, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Steedman, U. S. Navy, of the capture of the Confederate steamer Governor Milton.

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 10, 1862.

SIR: General Brannan and myself having decided to send a joint expedition up the St. John's River for the purpose of capturing the small steamers lately employed by the enemy, two 24-pounder howitzers and twenty-five men were placed on board the *Darlington* from this vessel, with Company E, of the Forty-seventh Pennsylvania Regiment, the whole under command of Lieutenant-Commander Williams, executive officer of this vessel, who had orders to take with him the *E. B. Hale* (then up the river) as far as she could ascend with safety, for the purpose of giving protection to the *Darlington*.

At 10 a. m. of the 6th instant the expedition left Jacksonville and returned on the 9th, having ascended as far as Lake Beresford, some 200 miles in the interior.

I am happy to inform you that they succeeded in capturing the steamer *Governor Milton*, one of their best boats, and which had been used entirely in transporting guns and munitions to St. John's Bluff.

I consider this a most important capture, and too much praise can not be given to Lieutenant-Commander Williams for the energy and intelligence he evinced in the performance of this duty.

I must also mention Acting Master Loring and Assistant Engineer J. H. Chasmar, who accompanied the expedition.

Lieutenant-Commander Williams reports to me that all of the officers and men of the expedition showed the greatest zeal and energy in carrying out the duties they were called upon to perform.

General Brannan returns on Sunday with the last of his command. Both he and myself consider the expedition eminently successful, and effectually prevents the enemy from ever making a second attempt to place batteries on the St. John's River.

In a few days I intend going up the river as far as Palatka. So soon as I return I will dispatch the *Cimarron* to Port Royal, retaining the *Water Witch*, *Hale*, and *Uncas* with me. The *Patroon* will leave for Port Royal to-morrow if the weather is favorable.

I send the rebel flag which was found in the battery on our taking possession. The fact of their leaving the flag shows the excessive panic they must have experienced so soon as the army commenced moving in their rear.

At my request General Brannan will leave with me for the present the prize steamer *Governor Milton*.

I intend fitting her out and arming her. So soon as this is done she will be used to destroy such salt works as may be found.

I have the honor to be, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,
Commander, U. S. Navy, Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Squadron, Flagship Wabash.

Order of Commander Steedman, U. S. Navy, to Acting Master Crane, U. S. Navy, to proceed to Jacksonville, Fla., with coal supply.

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 11, 1862.

SIR: You will proceed with the *Uncas* under your command to Jacksonville, and on your arrival report to Commander Woodhull.

He is directed, so soon as you have delivered to the *Cimarron* 25 tons of coal, to order the *Uncas* to join me at this place.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Master [L. G.] CRANE,
Commanding U. S. Gunboat Uncas.

Order of Commander Steedman, U. S. Navy, to Commander Woodhull, U. S. Navy, commanding U. S. S. *Cimarron*, regarding coal supply for that vessel.

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 11, 1862.

SIR: I have directed Captain Crane to proceed up again with the *Uncas* to Jacksonville for the purpose of delivering on board your vessel 25 tons of coal.

I regret extremely that you should not have taken the coal on board as I had directed, and which in not doing incurs an unnecessary expenditure of fuel by sending up the *Uncas* a second time. Although I think that the refusal of the men to work should be punished severely, yet I must say that, as the crew of the *Uncas* had to get all the coal on board from another vessel, when she came alongside of the *Cimarron* the crew of that vessel should have been employed to get on board the coal I ordered to be delivered.

The men who refused duty shall be punished if it is in my power. So soon as you have taken from the *Uncas* the 25 tons of coal you will please order her to rejoin me.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Commander M. WOODHULL,
Commanding U. S. Gunboat Cimarron.

Order of Commander Woodhull, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. *Water Witch*, for a reconnoissance of Yellow Bluff.

U. S. S. CIMARRON,
Jacksonville, Fla., October 11, 1862.

SIR: Proceed with all dispatch down the river to the locality of the *Paul Jones* and deliver the accompanying dispatches. On your way make a close reconnoissance of Yellow Bluff, using your discretion as to shelling it as you pass.

Please say to Captain Steedman I shall retain the *Uncas* near me till you return, or till further orders from him.

Your further action must depend upon what further orders you may receive from the commander in chief of the flotilla.

Respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Lieutenant-Commander AUSTIN PENDERGRAST,
U. S. S. Water Witch.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. *Cimarron*, of the activity of the Confederate forces in the vicinity of Yellow Bluff.

U. S. S. CIMARRON,
Jacksonville, Fla., October 11, 1862.

SIR: I am informed by Captain Crane that last evening while at anchor below Yellow Bluff he saw a number of lights moving about that locality, and is of the impression that the rebels are at work doing something to cause an interruption of the river in that place.

Should not a large force be landed there and the breastwork (which I understand is made to be occupied with eight guns) be leveled, the houses burned, and the neighboring woods cut down, so we could see at all times if anything is being done?

I understand also that Colonel Titus, one of Walker's men, crossed the river [St. John's] from the right bank to the left some 10 miles below this and has gone to Tallahassee. He is an able soldier and may have gone to that place to get means to arm that point.

There is a little steamer in a creek between this and Palatka which can easily be captured if the *Darlington* or the *Milton* were up here to execute it with sufficient force. I have a contraband on board who offers to guide us to her hiding place. I presume she is the *Silver Spring*, or some name like it.

I wish you would recollect that my vessel is getting so light, with her expenditure of fuel, provisions, and her munitions, that she is almost unmanageable. If a battery should be placed at Yellow Bluff, I will be in a precarious position from this very cause. I doubt much if I could get now safely down without having a tow from one of the small steamers to keep her head in the right course. She requires at least 100 tons of something or other to keep her on steering trim.

I understand there are some troops back on the St. Augustine road. I have moved my vessel and the *Water Witch* more in the middle of the river, so as to command better both banks.

I think we ought to (if it is desirable to hold this place with gun-boats) have more force. I believe something is going on. It was

reported to me that a person on shore told one of my crew (while there hunting up the steam pumps) that General Finegan had said he had plenty of guns left yet, and would this time make a battery we could not take or drive him from; whether this be true or otherwise, it is a warning not to be disregarded. I think Yellow Bluff could be speedily and pretty effectively armed, sufficiently so at all events to give us much trouble and loss of life before we could make any impression upon it.

The *Hale* went up yesterday morning; she is expected back to-night. I send the *Uncas* down with orders to thoroughly shell Yellow Bluff and then hasten to your anchorage. Do send me word as soon as possible the condition of things below.

Respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Commander CHAS. STEEDMAN, U. S. Nav.,
Commanding St. John's Flotilla, U. S. S. Paul Jones.

Report of Captain Godon, U. S. Navy, regarding capture of batteries at St. John's Bluff and of the Confederate steamer Governor Milton, transmitting letter from Brigadier-General Brannan, U. S. Army.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 13, 1862.

SIR: I have the honor to inform the Department, on the 5th instant of the capture of the rebel fort at St. John's Bluff, with its guns and munitions of war.

Dispatches from Commander Steedman, of the 10th, give me further information from the cooperating forces there. A joint expedition was sent up the St. John's as far as Lake Beresford (a distance of 230 miles), consisting of the U. S. S. *E. B. Hale*, Lieutenant Commanding Snell, and the armed steamer *Darlington*, having on board Company E, Forty-seventh Pennsylvania Regiment, all under command of Lieutenant-Commander Williams, of the *Paul Jones*. This force succeeded in capturing the rebel steamer *Governor Milton*, one of the best boats on the river, and which has been engaged in transporting guns to the battery.

Commander Steedman compliments Lieutenant-Commander Williams for energy and intelligence in the performance of this duty, and commends the officers and men under his command for zeal and energy. I enclose a copy of a letter from General Brannan, acknowledging the hearty and energetic cooperation of Commander Steedman, and commending the zeal and perseverance of his entire command in all their joint operations. Such acknowledgments speak well for the tone and spirit of both services, and I beg to commend General Brannan's letter to your notice.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HEADQUARTERS ST. JOHN'S RIVER EXPEDITION,
Steamship Ben De Ford, October 12, 1862.

COMMODORE: I have the honor, through you as commanding officer of the United States naval forces on this station, to acknowledge, on the part of Captain Charles Steedman, U. S. Navy, commanding the fleet of gunboats in the St. John's River, and on the recent expedition for the capture and destruction of the batteries on St. John's Bluff, the most hearty and energetic action on his part.

The entire naval force under his command exhibited a zeal and perseverance in every instance, whether in aiding my forces to effect a landing, the ascent of St. John's River (230 miles), or the assistance to one of my transports unfortunately injured in crossing the bar, that is deserving of all praise. I would respectfully request that Captain Steedman's conduct in this expedition may be brought to the notice of the Naval Department at Washington.

I have the honor to be, commodore, most respectfully, your obedient servant,

JNO. M. BRANNAN,
Brigadier-General, Commanding.

Captain S. W. GODON,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Detailed report of Commander Steedman, U. S. Navy, of combined operations, and transmitting additional reports.

U. S. GUNBOAT PAUL JONES,
Off Mayport Mills, St. John's River, October 14, 1862.

SIR: I have the honor to make the following report of the operations and success of the joint expedition of the army and navy in these waters:

On the arrival of the transports off the bar on the 1st instant, with General Brannan's command on board, I sent Acting Master Dickinson, who had already buoyed and sounded the channel, out to them, and he gave directions to the pilots on board the transports to enable them to bring the vessels safely over the bar at high water. By 1 o'clock p. m. all were safely brought over and anchored off Mayport Mills.

That same afternoon, at the request of General Brannan, I ordered a reconnoissance to be made of the batteries. Commander Woodhull, with the *Cimarron*, *Water Witch*, and *Uncas*, proceeded up the river, and when within range opened on the enemy, who promptly responded. The fire from the gunboats was well directed. So soon as the general and myself were well satisfied with the result, the recall was hoisted and the vessels engaged dropped just out of range and anchored off the mouth of Pablo Creek, so as to cover the landing of the troops during the night. It affords me pleasure to say that the whole affair was very gallantly and spiritedly done, and reflects credit on Commander Woodhull, Lieutenant-Commander Pendergrast, Acting Master Crane, and the officers and men engaged.

The same night, the land forces being ready for disembarking, all the boats of the squadron, with two launches of the transports, were placed under the command of Lieutenant-Commander Williams, executive officer of this vessel, who, with great energy and intelligence, landed 450 soldiers, together with the boat howitzers of this vessel and the *Cimarron*, manned by their respective marine guards, on the mainland, having to pull up a narrow and winding creek, a distance of some three-quarters of a mile, to enable them to effect a footing.

During the following day and night the balance of the infantry, a company of cavalry, and two sections of horse artillery were safely landed.

Herewith I enclose a copy of Lieutenant-Commander Williams' report, marked No. 1.*

During the forenoon of the 3d we had observed that there was very little movement at the batteries, and that the enemy had no flag flying. This led us to believe that there was some disposition on their part to evacuate their position, although the same appearances were noted on the day that the first reconnoissance was made by Commander Woodhull. At 2 o'clock p. m. it was decided by the general and myself to make a second reconnoissance. Accordingly the *Hale* and *Uncas* were dispatched with orders to proceed up the river with caution, and occasionally to throw shells, in order to draw the fire of the enemy. Steaming slowly up the river till abreast of the batteries without eliciting any reply from them, Lieutenant Commanding Snell, observing no signs of anyone being in the batteries, sent a boat on shore and hoisted the flag of the United States. Lieutenant Commanding Snell's report of the above is enclosed, marked No. 2.*

It appears that so soon as the enemy discovered that our land forces had got in their rear and were driving in their pickets, they became panic stricken and precipitately retreated, leaving guns loaded and unspiked, munitions, and tents, etc.

Immediately on our flag being seen, I steamed with this vessel and the *Hale* for Jacksonville, ordering Lieutenant-Commander Pendergrast, with the *Water Witch*, to land and hold possession of the batteries until the army came up, when he was to hand them over to the commanding officer.

I arrived at Jacksonville at 7 o'clock p. m., having left the *Hale* some 5 miles below to prevent any of the enemy crossing the ferry in that locality.

The next morning all the boats, flats, etc., that could be discovered were destroyed. The *Hale* joined me at Jacksonville the same morning, when I returned to Mayport Mills, and sent up to that town the *Cimarron* and *Water Witch*, directing Commander Woodhull to proceed up as far as possible beyond Palatka with the *Cimarron*, *Water Witch*, and *Hale*, for the purpose of destroying all the boats and flats on the river, to prevent the enemy crossing.

Herewith I enclose Commander Woodhull's interesting report of the result of this expedition, marked No. 3.

On Sunday (the 4th instant), with General Brannan on board, I returned to Jacksonville, followed by the transport steamers *Boston* and *Ben De Ford*, with a portion of the land forces, which were disembarked the same afternoon and possession taken of the town.

* Not found.

We having learned from an intelligent contraband, late pilot of the enemy's steamer *Governor Milton*, that there was a prospect of capturing that vessel and some others which had run up the river, we decided to send a joint expedition for the purpose of getting them if possible. The steamer *Darlington* was selected for this purpose. Two 24-pounder howitzers and twenty-five men from this vessel were placed on board of her, with Company E, of the Forty-seventh Pennsylvania Regiment, Captain C. Hart, the whole under command of Lieutenant-Commander E. P. Williams, of this vessel, who had orders to take with him the *E. B. Hale* (then up the river) as far as she could ascend with safety. This expedition was, I am happy to inform you, successful in capturing the steamer *Milton*. Herewith I send you Lieutenant-Commander Williams' report, marked No. 4, which I beg leave to call to your particular notice. Too much praise can not be given to that officer, Acting Master Loring, and others engaged in this expedition.

On the morning of the 5th, the general having decided to return with his force to this place previous to leaving the river, I accompanied the *Ben De Ford* down, leaving at Jacksonville the *Cimarron*, *Water Witch*, and *Hale*.

On the 6th I again dispatched the *Hale* up the river as far as Palatka, with orders to Captain Snell to pick up all the flats and scows which had not already been destroyed by us, and tow them down to this place.

On the 12th General Brannan left this place with all his command except one company, which had been placed on board the steamer *Cosmopolitan* to assist in getting her afloat. It affords me great pleasure in being able to repeat that the utmost accord existed between the general and myself up to the moment of his departure.

On the afternoon of the 12th the *Hale* returned from her trip up the river, bringing two large scows, several boats, and thirty-nine contrabands, men, women, and children.

A copy of Lieutenant Commanding Snell's report of this expedition accompanies this, marked No. 5.*

I herewith enclose a sketch of the batteries, kindly furnished me by Lieutenant Germain, aid to General Brannan. By an examination of this sketch you will readily perceive the strength of the enemy's works and the apparent impossibility of reducing them without a combined movement on the part of the Army and Navy.

I might have been able to pass, but it would have been at a great sacrifice of life and the loss of one or more of the gunboats.

Too much praise can not be given to the officers and crew of this vessel for the zeal and activity exhibited in the performance of the various and arduous duties which they were called upon to execute. I think it but just that I should mention most favorably by name Acting Masters Dickinson, Ormond, and Boutelle and Sergeant Hugh Kelly.

I am, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN,

Commander and Senior Officer Present.

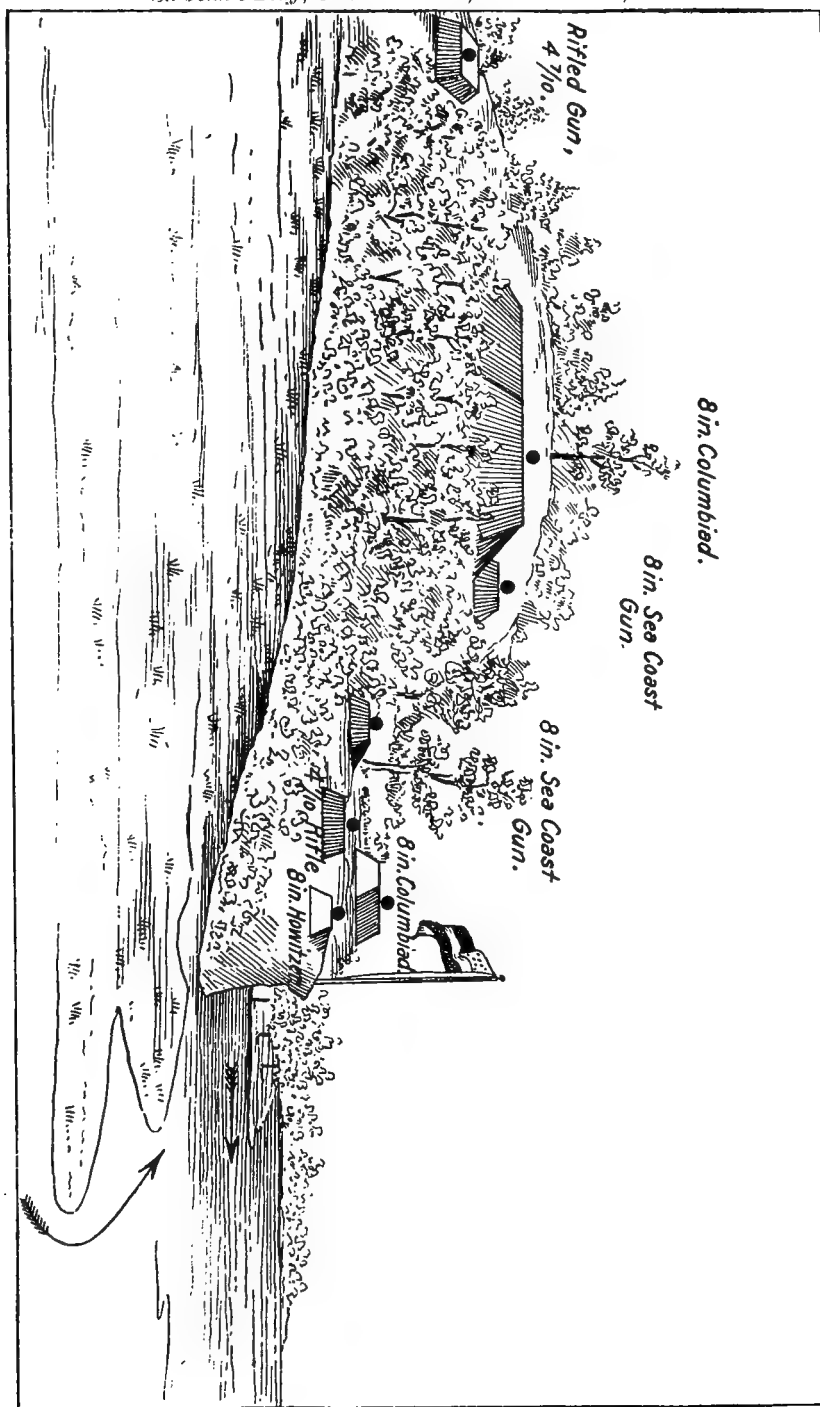
Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Squadron, Flagship *Wabash*.

* Not found.

[Enclosures.]

St. John's Bluff, St. John's River, taken October 3, 1862.



U. S. GUNBOAT PAUL JONES,
Jacksonville, Fla., October 9, 1862.

SIR: In obedience to your orders, on the 6th instant, I proceeded up the St. John's River in the army transport *Darlington*, having armed her with two 24-pounder howitzers and a crew of twenty-five men, under command of Acting Master Loring, and also having on board Company E, of the Forty-seventh Regiment Pennsylvania Volunteers.

At Palatka I was joined by the *E. B. Hale*, Lieutenant Snell, commanding. Stopped at Palatka during the night.

On the morning of the 7th instant, at 8 o'clock, having taken in a supply of wood, proceeded up the river, the *Hale* covering us; destroyed all boats and scows that could be found, and at meridian reached Welaka.

There not being water enough for the *Hale* to enter Lake George, I left her to blockade the mouth of Ocklawaha Creek [River] and proceeded on through Lake George in search of the rebel steamers.

At 5 o'clock p. m. sent a boat ashore at Volusia and brought on board the ferryman. Learning from him that the steamers had passed, I detained him on board and continued in chase.

At Hawkinsville (168 miles from Jacksonville) sent a party on shore and found traces of the steamer *Governor Milton*; searched the houses, but everyone had left, leaving their beds warm and fires burning.

Judging from appearances here that the boats were probably in a creek a few miles above, and thinking that the party on shore had heard our approach and taken another route to burn the steamers, I hurried my men on board and proceeded in chase.

I ran the *Darlington* as far into the creek as the pilots could take her and get her out again, armed and manned our only boat with 8 seamen, taking 8 soldiers also, put 6 soldiers in a canoe and took them in tow.

The soldiers were under command of the first lieutenant of the company; Lieutenant Bacon, aid to General Brannan, accompanying the party. I left orders with Mr. Loring to force the steamer up if he heard heavy firing, pulled quietly up the creek a quarter of a mile, and discovered a steamer secured to the bank. Boarded her without meeting with any resistance and found two of her engineers on board. The prize proved to be the Confederate steamer *Governor Milton*.

Third Assistant Engineer Chasmar, who accompanied the expedition, immediately started fires. Having seen that the boiler and engines were in order, I manned the boat of the prize; sent her and our boat, under command of Lieutenant Bacon, up the creek to see if there were any signs of the other steamers.

Within fifteen minutes after the capture, started with the prize to follow the boats; they returned and reported that the steamer could not be in the creek, as the leaves of the plants growing in the water were undisturbed.

I then steamed out into the St. John's River, placing Acting Master Loring in command of the prize, with 8 seamen and 35 soldiers. Proceeded on up the river in search of the other steamer, but the prize not steaming fast enough, anchored her clear of the woodlands and steamed on.

At the landing on Lake Beresford I sent a party on shore to find if the steamer had passed, and learned that she had gone by at 2 p. m. of the 7th instant. Feeling confident that she had arrived at Enterprise,

taken out all that she did not require, and had been hidden in some creek which it would take a day or two to find, not having rations for the men, and the river being so narrow that there was danger of my return being cut off by the felling of trees and blocking up the river, I thought it best to give up the chase and return with the prize. The whole rebel force being between me and the squadron, and they knowing that we must be without any vessel to cover us, required that we should use all dispatch in getting down the river as far as Welaka, where I had left the *E. B. Hale*.

On the 8th instant, at 4 a. m., started down the river, the prize following. At Hawkinsville landed and brought off all the stores and destroyed the rebel property. At Volusia destroyed the rebel property. Met the *Hale* at Welaka, took on board Mr. Allen with his effects, he having given us useful information concerning the rebel steamers. At 3:45 p. m. started down the river, with the *Hale* covering the two steamers.

At 5:30 a. m. of the 9th instant reached Jacksonville with the prize, having been over 200 miles into the enemy's country, destroyed all boats that could be found, and captured one of the enemy's most valuable steamers.

All the officers and men engaged in the expedition showed the greatest energy and zeal in carrying out the duties they were required to perform.

Very respectfully, your obedient servant,

E. P. WILLIAMS,

Lieutenant-Commander, U. S. Navy.

Commander CHAS. STEEDMAN,

Comdg. Naval Forces St. John's River, Gunboat Paul Jones.

U. S. GUNBOAT CIMARRON,

Jacksonville, St. John's River, October 7, 1862.

SIR: Agreeably to your orders, I proceeded, on the afternoon of Saturday, the 4th instant, to this place, where I arrived about 9 o'clock p. m. I had great difficulty in getting the *Cimarron* up the river, having to anchor five times, owing to her defective steering qualities, and had almost determined to discontinue the effort; but recollecting the importance of the duty assigned us, I determined to get my vessel up to this place, even had it become necessary to resort to towing her up with her boats. We literally made the passage going stern first. On Sunday morning I embarked on board the gunboat *Water Witch* and, with the steamer *Hale* in company, proceeded up the river, stopping frequently on both banks, and destroyed all the boats and flats we could discover. I will state, as regards this part of my instructions, we could not have destroyed less than some two or three hundred boats of various descriptions, large and small, which, doubtless, will be a great loss and inconvenience to the rebel cause.

We stopped at Magnolia Springs, but could find but one family in that locality, as it was a place of public resort. I having some papers containing the President's late message relating to emancipation, caused one of them to be carefully posted up for the information of those most concerned. Also, I may say, I did the same thing at two other localities.

We anchored for the night at Madison's Point, opposite the plantation of Mr. Cornelius Du Pont and about 5 miles below Orange Mills. It not being deemed safe to pass the flats or bar till daylight next morning, finding the *Water Witch* could not safely pass the flats, I left her and proceeded up in the *Hale*. At 10 o'clock we arrived at Palatka. As we approached the landing at this place there were but two people in sight; everything seemed to be deserted and the town abandoned to us to do with it as we chose. On anchoring I sent a boat ashore for the two persons above mentioned, who proved to be Ex-Governor Moseley and a person named Blood, a Northern man. The governor represented things to be in a very gloomy state. The late reverses of the Confederates and our unexpected and unpromised success has greatly alarmed the population living on the river. He being asked where all the men were (as it is a matter of remark with us that in the passage from Jacksonville to this place, with the exception mentioned, at Magnolia, we had not seen one white man save the two now on board the *Hale*), he said they had all fled to the bush, as a report had been circulated by the flying troops from Fort St. John that it was the purpose of "us vandals" to seize every white man and either execute him at once or send him to a Northern prison. I also learned that only fifty of the retreating cavalry crossed at this point, with some twelve mules, the draft animals of their baggage train, which, five wagons in all, had been abandoned at a place called Deep Creek. Mr. Blood informed me that his life was threatened, and he was in fear momentarily of being seized and made to ornament a pine tree for his well-known Union views and attachment to the United States Government. Under the circumstances, I ordered a couple of armed boats sent on shore to bring his family and property on board the *Hale*. I also sent Governor Moseley on shore to see the people and tell them to return to the town, and also to inform them that, as usual, they had been deceived by their own people; that it was not our purpose to molest unarmed men, and that the future existence of their town would depend on their own peaceful conduct. Our boats had been ashore but some fifteen minutes when a good deal of confusion was observed among the blacks. On closer observation, we perceived that some forty or fifty armed horsemen were approaching the rear of the vicinity of Mr. Blood's house, opposite to which at the landing we had our boats. I immediately recalled the boats, hove up our anchor, and, the *Hale* being under perfect control, I directed Lieutenant Commanding Snell to elevate his guns so as to fire over the town. We could see plainly from the masthead the rebels making their approach. When the order was given to fire, it was extremely well executed, every shell exploding over the heads of the enemy. They at first attempted to make a bold push for the cover of the houses, but, our shells becoming very urgent in their demand to the party to retire, and they having lost some three or four killed or wounded, they took the "back track" to the bush and disappeared in the swamp. We then executed our purpose of removing the family of Mr. Blood. Presently some blacks informed us that the families of our black pilots would be hanged so soon as we left. I considered the services of these faithful men warranted me in doing all I could to prevent such a piece of savagery, and accordingly I brought off all the family, wives, sons, and daughters, and even their grandchildren, to the number of about thirty persons. The men having fled the place, I was requested to

meet a deputation of women who had assembled on the wharf, headed by a Mrs. Boyd. She stated that the men had fled to the swamps; that a part of the disorganized cavalry were in the neighborhood; that they were uncontrollable, and she begged me, as they were unable to help themselves or prevent the violence of the men, not to shell the town. I told them that their pretense of having no influence with the men just now I did not believe, as it was a well-known fact that this war had been mainly kept alive by the violence and the influence of the women brought to bear on their fathers, husbands, and sons. The only promise I would give them was, if the force back of the town was immediately removed, and the quiet citizens left undisturbed, I would not then shell the town; otherwise, I would do it in two hours. Mrs. Boyd said that she had just sent a message to the commander of the guerrillas (or partisans, as she called them), requesting him to leave that locality, and she was happy to inform me that they had already left. Wishing to be polite, I pretended to believe that it was her influence that had sent those gentlemen to the right about, but at the same time did not change my belief in the compelling power of our shells. The people are living in a most destitute condition. The corn crop is only about an average one, but is believed about sufficient for the ordinary consumption of the State. The wheat crop of Georgia is almost a total failure. Their great want, and the great want of the whole Confederate Army, is the article of salt. The cattle of Georgia, Alabama, North and South Carolina have all been consumed. Texas and the rich grazing country to the westward of the Mississippi being cut off, the whole dependence of the Confederate Government to feed their Army now rests on this State. I have it from reliable sources that its agents are all over the State buying up all the cattle obtainable, paying any price so they can get the animals. The only dependence the people of Georgia and Florida have for their sugar is that raised along the banks of this river. The greatest blow at this war would be the entire destruction of the sugar crop and the small salt works along the shore on the coast of this State. I understand that, though the quantity produced is not large, it is the main source from which three States draw their supplies. This is a very important matter, and I respectfully suggest your consideration regarding it. All the mills owned by Union men have been destroyed; there are now but two mills remaining on the river from Palatka to its entrance—one at Mayport, the other at Orange Point. The latter is owned by a most malignant rebel—one Dr. Mays. He has been one of the most prominent movers in the rebellion, and lately was very forward in raising the troops lately assembled at St. John's Bluff. One of his sons, living near the mills, is captain of a company called the "Partisan Rangers," also his son-in-law, Simpkins, is captain of another company of similar troops, both of which were at St. John's Bluff and participated in the hasty flight. The old doctor is the man who suggested the idea to Governor Milton of ordering all persons taken from our gunboats prisoners to be immediately hung. I think that if half that is said of him and what he has been guilty of toward Union men be true, his punishment would be light in the total destruction of his property at Orange Point.

The ferryman at Jacksonville is a rabid secessionist, and has been one of the most active and persistent rebels in these parts.

I am under obligations to Captain Pendergrast, of the *Water Witch*, and Lieutenant Commanding Snell, of the *Hale*, for the promptness, zeal, and effectiveness, with which they assisted me in performing the duty you intrusted to me for execution. The results I beg leave to submit for your consideration.

I am, very respectfully, your obedient servant,
 MAXWELL WOODHULL,
Commander, U. S. Navy.

Commander CHAS. STEEDMAN,
Comdg. U. S. Flotilla, St. John's River, U. S. Gunboat Paul Jones.

Abstract log of the U. S. S. E. B. Hale, Lieutenant Snell, U. S. Navy, commanding.

October 3, 1862.—At 1:30 p. m. proceeded up toward St. John's Bluff; opened fire on the battery at 2, which gave no reply. At 3:30 sent the gig on shore to hoist the flag; gig returned and we proceeded up the river to Jacksonville, where we received orders from Captain Steedman and proceeded down river, anchoring at 8:30 at Panama Creek.

October 4.—At 12 m. sent the cutter on shore to destroy some boats; at 12:30 returned with four boats; destroyed the boats. At 1:35 came to anchor off Mandarin Ferry. Gig and cutter went on shore and destroyed five boats. At 4, boats returned; proceeded down the river; destroyed a scow by Mr. Read's place. At 8 came to anchor off Jacksonville.

October 5.—At 10:30 a. m. proceeded up river in company with the *Water Witch*. At 6 p. m. came to anchor off Orange Mills. At 10:15 heard a heavy gun fired.

October 6.—At 10 a. m. anchored off Palatka. Captain Snell and Mr. Edwards went on shore and destroyed several small boats and scows and returned. At 12 m. some rebel guerrillas were seen coming down. Weighed anchor and opened fire upon them. Came to off Forrest [Forresters] Point; sent a boat ashore to destroy some boats. At 6:40 anchored off Orange Mills; put Mr. Blood and family on board the *Water Witch*; proceeded up river and anchored off Palatka.

October 11.—At 10 a. m. stood across to Forrest [Forresters] Point. At 4 p. m. landed and destroyed two scows and boats. At 4:30 landed at Orange Mills and set the mills on fire. Returned down river.

October 17.—From 4 to 8 a. m. destroyed a yacht.

October 20.—At 2 p. m. the *Governor Milton* came alongside and took our cutter and armed crew and proceeded up the Sister's Creek. Came down river and anchored off Mayport Mills at 8:20 p. m.

October 23.—At 9:45 proceeded up river toward Jacksonville. At 2 sent the cutter on shore and got three boats and destroyed them.

Letter from Brigadier-General Brannan, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting appraisal of the prize steamer *Governor Milton*.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., November 3, 1862.

ADMIRAL: The steamer *Governor Milton*, now in this harbor, was captured by the steamer *Darlington* in the St. John's River, on our

recent expedition to that point. A joint command of army and navy forces was sent by me after her. I would be pleased if you would have her appraised. One-half her value would be prize money for your arm of the service, which I propose shall be paid out of the Quartermaster's Department and we take the vessel.

If this arrangement is agreeable, I would desire to take possession of her as soon as possible.

I am, admiral, very respectfully, your obedient servant,

J. M. BRANNAN,

Brigadier-General, Commanding.

Admiral DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Bear-Admiral Du Pont, U. S. Navy, to Brigadier-General Brannan, U. S. Army, regarding the appraisement of the prize steamer Governor Milton.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 4, 1862.

SIR: I am in receipt of your communication of to-day containing your very liberal proposition with reference to the disposition of the small steamer *Governor Milton*, captured by the *Darlington*, dispatched by you from the joint expedition up the St. John's River.

The proposition is entirely agreeable, and the appraisement has been made as directed by you.

The *Governor Milton* returns to Hilton Head at your disposal.

I am, general, etc.,

S. F. DU PONT,

Rear-Admiral.

Brigadier-General BRANNAN,

Commanding Department of the South.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of board on appraisement of the prize steamer Governor Milton.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 11, 1862.

SIR: The Department is aware that in the expedition up the St. John's in October last the army and navy forces combined captured the rebel steamer *Governor Milton*. Like the *Darlington* and *Planter* she uses wood as fuel and is therefore of very little use to the Navy. General Brannan desired to employ her for the Army and asked that I should have her carefully appraised. This was done by a board of efficient officers, and I enclose their report, in which she was valued at \$2,000.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal, S. C., November 3, 1862.

SIR: In obedience to your order of this instant, we have surveyed and appraised the prize steamer *Governor Milton*, and value her as follows:

Value of steamer and fittings, \$1,100; value of engines and boiler, \$900. Total valuation, \$2,000.

The steamer is 4 years old and needs extensive repairs. Her dimensions are as follows: Eighty-five feet long, 20 feet beam, and 4 feet 8 inches deep. Tonnage, 68 tons. Valued the vessel at \$15 per ton and the copper on her bottom at \$110.

Very respectfully, your obedient servants,

JOHN IRWIN,
Lieutenant, Commanding.
TOWNSEND STITES,
Acting Master.

H. MISSIMER,
Third Assistant Engineer.
CHAS. BOARDMAN,
Carpenter.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Thomas M. Stetson to Rear-Admiral Du Pont, U. S. Navy, regarding the steamer *Governor Milton*.

NEW BEDFORD, MASS., January 16, 1863.

DEAR SIR: I have been making enquiries on behalf of the owners of the steamer *G. W. Bird*, recently recaptured by the Government forces in the St. John's. We are informed that you relinquished the naval claim for \$1,000, but we receive such various accounts about her as to fear that there are conflicting interests at work. May I therefore take the liberty of enquiring of you, sir?

We should be glad to learn such facts as may have come to your knowledge about her, especially as to your view of her value when brought to Port Royal, and the mode of adjustment of the naval claim. We should be glad to learn at what proportion of her supposed value and at what amount the naval claim was fixed.

The vessel was named the *Governor Milton* by the rebels when they seized her, and was so named when recaptured by your force.

If you will be so kind as to give us this information it will be very gratifying to the owners, and oblige,

Very respectfully, your obedient servant,

THOMAS M. STETSON.

Admiral SAMUEL F. DU PONT,
Flagship, Port Royal, S. C.

Report of Captain Godon, U. S. Navy, regarding the assignment of the U. S. S. Potomska to duty at St. Simon's.

U. S. SHIP VERMONT,
Port Royal Harbor, October 2, 1862.

SIR: I enclose herewith the report of Acting Lieutenant Commanding Budd, of the *Potomska*. The machine shop at this place is so much

engaged with the necessary repairs of the vessels of this squadron which are urgently needed for the duties here that I can not at this time aid the *Potomska* in forwarding her to Pensacola.

Lieutenant Commanding Budd informs me that he can perform river duty here without aid from the machine shop, and not to keep the vessel idle I have directed her for the time being to perform duty in and about St. Simon's Sound. She can be of great use there in blockading one of the inlets, and so soon as she can be put in a condition to go to sea (if, indeed, her needful work can be executed at the shop) I will have her dispatched as your orders directed.

The mails she brought will be forwarded by the *Rhode Island*.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commander Steedman, U. S. Navy, to Acting Master Urann, U. S. Navy, commanding U. S. S. Patroon, to proceed to Fernandina, Fla.

U. S. GUNBOAT PAUL JONES,

St. John's Harbor, Florida, October 3, 1862.

SIR: You will proceed with all dispatch with the *Patroon* under your command to Fernandina, and on your arrival report to Commander Pattison, of the *Sumpter*.

You will, if possible, get on board 10 tons of coal; when you are coaling it is my desire that you should obtain from Commander Pattison a few marines to prevent your men from leaving the wharf.

You are under no consideration to coal at night.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Acting Master W. D. URANN,

Commanding Steamer Patroon.

Report of Captain Godon, U. S. Navy, regarding the demand for coal and the advantage of a large supply at Fernandina, Fla.

U. S. SHIP VERMONT,

Port Royal Harbor, S. C., October 3, 1862.

SIR: The *Octorara*, Commander Collins, arrived here on the 1st instant and reported himself as part of a squadron under command of Commodore Wilkes and applied for a supply of coal. Renewed applications for such supplies would render the demand much beyond our means here.

I beg to call the attention of the Department to the fact. A large supply of coal at Fernandina for the use of those vessels would be

most advantageous to them, shortening their runs to and from the points of their operations.

I venture these suggestions, based upon a communication from Commodore Wilkes asking authority to send his vessels to Fernandina for coal, although I presume the forethought of the Department has already looked to this matter.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Captain Godon, U. S. Navy, to Captain Green, U. S. Navy, regarding pennant of the senior officer off Charleston, S. C.

U. S. SHIP VERMONT,

Port Royal Harbor, S. C., October 5, 1862.

SIR: Hereafter the senior officer off Charleston will fly the triangular blue "divisional pennant." *Vide* boat-signal code.

Very respectfully, your obedient servant,

S. W. GODON,

Captain, Commanding South Atlantic Blockading Squadron.

Captain J. F. GREEN,

Senior Officer off Charleston, U. S. S. Canandaigua.

Order of Captain Green, U. S. Navy, to Acting Master Beers, U. S. Navy, commanding U. S. schooner George W. Blunt.

U. S. S. CANANDAIGUA,

Off Charleston, S. C., October 6, 1862.

SIR: You will proceed with the schooner *George W. Blunt*, under your command, to Port Royal and report to Captain S. W. Godon, commanding South Atlantic Blockading Squadron.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer.

Acting Master JAMES R. BEERS,

Comdg. U. S. Schooner George W. Blunt, off Charleston, S. C.

Order of Captain Green, U. S. Navy, to Lieutenant-Commander Nicholson, U. S. Navy, commanding U. S. S. Marblehead, to assume command in North Edisto River, South Carolina.

U. S. S. CANANDAIGUA,

Off Charleston, S. C., October 6, 1862.

SIR: Report to Commander John Downes, commanding the gunboat *Huron*, and relieve him of the duty assigned him in North Edisto

River, and on assuming the duty report to the commanding officer of the South Atlantic Blockading Squadron at Port Royal.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer.

Lieutenant-Commander SOMERVILLE NICHOLSON,
Commanding U. S. S. Marblehead, off Charleston, S. C.

Report of Captain Godon, U. S. Navy, of the departure for New York of the U. S. S. Sumpter.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 6, 1862.

SIR: I have to inform the Department that I have dispatched the *Sumpter* north for repairs which can not be made at this port.

Her machinery being in a very crippled condition, and as I am unable to give her more than a few days' coal, I have sent her to New York instead of to Boston or Portsmouth, as I should otherwise have done, in obedience to the wish of the Department.

I am, sir, very respectfully, your obedient servant,
S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Godon, U. S. Navy, that the U. S. S. Huron, Commander Downes, U. S. Navy, commanding, has been dispatched to Boston on account of her unsanitary condition.

U. S. SHIP VERMONT,
Port Royal Harbor, October 7, 1862.

SIR: I have directed the *Huron* to proceed to Boston.

Her officers and crew are suffering from fevers contracted on the coast. Although the services of this class of vessel are much needed here, the *Huron* would be useless in her present unsanitary condition.

I have in this case to regret not only the loss of service of this vessel but the active energy of a most excellent officer in Commander Downes, of the *Huron*.

I have the honor to be, very respectfully, your obedient servant,
S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomaska, regarding the station of that vessel.

NAVY DEPARTMENT, *October 8, 1862.*

SIR: Captain Godon has forwarded to the Department a copy of your report to him, dated the 30th ultimo.

Your order to report to Rear-Admiral Farragut is revoked, and the *Potomaska* will form a part of the South Atlantic Blockading Squadron. Any dispatches you may have for the Gulf send by the *Connecticut*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant WM. BUDD,
Commanding U. S. S. Potomaska, Port Royal.

Report of Lieutenant-Commander Gamble, U. S. Navy, commanding U. S. S. Pocahontas, of arrival at Port Royal, S. C., towing the disabled steamer Trade Wind.

U. S. S. POCAHONTAS,
Port Royal, S. C., October 8, 1862.

SIR: I have the honor to report my arrival to-day at this port and the circumstances which induced me to enter it.

Yesterday, the 7th instant, in latitude about $32^{\circ} 27' N.$, and longitude $79^{\circ} 30' W.$, steering S.W. $\frac{1}{2}$ W., I fell in with and spoke the American steamer *Trade Wind*, from New York, bound to New Orleans, flying a signal of distress. Upon hailing and enquiring the cause, was informed that during the night previous they had blown out and broken the cylinder head, since which accident had been helplessly drifting. I rendered the assistance applied for, towing her into Port Royal, the nearest port.

To coal ship will detain me here one day.

I am, very respectfully, your obedient servant,

WM. M. GAMBLE,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Captain Dahlgren, U. S. Navy, Chief of Bureau of Ordnance, regarding his request to command the forces to enter Charleston, S. C.

NAVY DEPARTMENT, *October 8, 1862.*

SIR: I have your letter of the 1st instant asking to command the forces that are to enter the harbor of Charleston. Rear-Admiral Du Pont has been called to Washington to concert measures for this attack, and the Department can not consent to deprive him of the honor of leading and directing these forces.

Your natural desire, however, to be present is appreciated, and if you desire it, you can have orders to an ironclad that will take part in the attack, as ordnance officer to this special force, retaining at the same time your position as Chief of the Bureau of Ordnance.

With regard to Commander Porter commanding the Mississippi Squadron, the officers of the Navy should know that duty there has not been considered desirable. A commander was the first officer in command, and many officers have sought to evade the duty. One cap-

tain in the Navy preferred the command of a sloop of war instead of the chief command of the Western Flotilla.

I am, respectfully, etc,

GIDEON WELLES,
Secretary of Navy.

Captain J. A. DAHLGREN,
Chief of Bureau of Ordnance.

Order of the commandant navy yard, Philadelphia, to Commander LeRoy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to Hampton Roads and await further orders.

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Philadelphia, October 9, 1862.

SIR: On Sunday, the 14th instant, you will, by order of the Department, proceed with the *Keystone State* to Hampton Roads, reporting your arrival to the senior naval officer there present, and then await the arrival of Rear-Admiral Du Pont, from whom, in the absence of instructions from the Navy Department, you will take your further orders.

I am, very respectfully, your obedient servant,

G. J. PENDERGRAST,
Commodore.

Commander W. E. LEROY,
U. S. S. Keystone State, Philadelphia.

Report of Captain Godon, U. S. Navy, of the beaching of the U. S. S. Ellen.

U. S. SHIP VERMONT,
Port Royal Harbor, October 10, 1862.

SIR: I have the honor to enclose herewith the report of a survey of the U. S. S. *Ellen*.

Finding the vessel past repair, so far as our resources here are concerned, and leaking so badly that she can not be towed north, I have directed her to be beached.

Her machinery, which is still valuable, will be removed and sent north. Her officers and crew will be distributed to fill vacancies in the squadron.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Dahlgren, U. S. Navy, to the Secretary of the Navy, applying for appointment as rear-admiral.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, October 11, 1862.

SIR: I have the honor to acknowledge having received the reply of the Department to my application for command of the naval forces

that are to enter the harbor of Charleston, declining to deprive Rear-Admiral Du Pont of that honor.

In lieu of which the Department is pleased to offer me the command of one of the ironclads that is to compose that force. This I accept, because I am willing to render any service that the country may demand, requesting at the same time that I may be relieved from further charge of the Bureau of Ordnance. If, however, I am permitted to serve in the squadron destined for the reduction of Charleston in a capacity so far below that held by an officer junior to me, it must necessarily be attended by a sense of painful humiliation, which the Department might well forbear to inflict on one whose professional standing has ever been without blemish, and who during the present struggle to maintain the Union has discharged the highest duties that a naval officer can render near the Government.

I ask, therefore, the authority of the Department to hoist the flag of a rear-admiral in the squadron under the command of Rear-Admiral Du Pont, and, of course, as subordinate to his orders as if I were a captain.

1. This will in no wise interfere with, but assist that officer in the chief command, and it therefore removes the only objection presented by the Department.

2. It is in accordance with the ordinary usage of all navies of which admirals form a part.

3. It is a necessity to have a second flag in a force so novel in its nature and intended to conduct an attack over so much space, where there are different channels to enter and the several principal objects are distant from each other; the two larger forts lying more than a mile apart, accessible by different channels.

4. It will give force and effect in all the ships to whatever I may be able to suggest to the commander in chief that may promote the best management of the ordnance of the fleet; a consideration of no small consequence where cannon of such unusual description as those of XV-inch caliber are to be called into service, and for a purpose where the result entirely depends on their success.

5. It will in a measure relieve me from the stigma that must attend my service as a captain afloat, while a junior by a whole grade commands as a rear-admiral; and it is by this, the outward token, the navies of the world will measure the value of my service.

6. It will enable me with some satisfaction to retain the duties at the head of the ordnance, if such should be the pleasure of the Navy Department.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Chief of Bureau of Ordnance.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant Preston, U. S. Navy, relating to general affairs of the South Atlantic Blockading Squadron.

[U. S. SHIP] VERMONT, October 11, 1862.

ADMIRAL: We have information from St. John's River to the 4th instant. The joint attack upon the [St. John's] Bluff battery met with

flattering success. General Brannan crossed St. John's Bar in the early morning of the 1st, and had his men on shore by noon. The gunboats then, in advance of the troops, attacked the battery, and the rebels, after returning a few shots, abandoned everything—even their flag—and fled precipitately in the direction of Jacksonville. Soon after Brannan's forces came up and occupied the rebel works. The gunboats ascended the river next day to Jacksonville; found the city almost deserted, and learned that the rebels had crossed the river at that point the previous night. Commander Steedman will remain a few days longer in the St. John's and make a reconnoissance beyond Palatka.

The most tangible result of this movement is that upward of 2,000 negroes from the territory adjacent to the river have sought the protection of our arms. The battery on St. John's Bluff consisted of seven VIII-inch guns and two 4½-inch rifles, all left in good order, some of them loaded.

Commander Sartori has reported for the *Florida*, and Lieutenant-Commander Scott has been ordered to the *Sebago*, just vacated by Ammen. Scott is an intelligent, energetic officer, and I suspect would command her more efficiently than most officers of the grade entitled to that class of vessels.

The *Flag* has resumed her station off Charleston, her ills all cured. Commander Strong is philosophically trying to make the best of an exploded policy and says that he is now a most happy man in consequence of his having discovered the dreadful leak.

The *Huron* arrived a few days since from North Edisto with a very large portion of her crew down with fever of a doubtful character. The army surgeon who has charge of the quarantine recommended that she should not be allowed to enter the harbor. Downes thought it was probably only swamp or coast fever. His men were, however, so much debilitated that Captain Godon thought it advisable to dispatch him at once to Boston.

The *Potomsku* was found to require such extensive repairs to enable her to sail in safety for the Gulf, and so little to fit her for service on the inner blockade, that Captain Godon sent her passengers and mails forward by the *Rhode Island* and assigned her to duty at St. Simon's until such time as the demands of the regular work of the squadron would allow her requisite repairs to be made.

Commander Mullany brought the *Ellen* down from Stono a few days ago, and we have her snugly on the beach. Gillis goes north to report to the Department by letter. The *Sumpter* has sailed for New York. The *Isaac Smith*, Acting Lieutenant Conover, and *Quaker City*, Commander Frailey, have reported. No *Wissahickon* yet.

West has applied for your assistance in procuring the command of the *Massachusetts* and Captain Godon recommends him "most heartily." He seems invaluable here, yet if he could be replaced, I suspect he would be equally valuable there; no one could do better.

General Mitchel is anxious to move on the Ogeechee the moment Brannan returns from St. John's; and Captain Godon assures him (and he thinks he but speaks your wish) that he shall have a prompt and hearty cooperation. We have very definite information in regard to the locality of the batteries and their force. The plan proposed embraces the destruction of the batteries, of the *Nashville*, of the railroad bridge above, and of the machine shop adjacent thereto. I think

it quite feasible and involving but a small loss of life. Should the movement be made before you return, Captain Godon will go down himself.

Our supply of coal is growing generous again. The coal hulk which you proposed to the Department would be a great convenience. The demand for the tugs grows daily more urgent. The *Pettit* can not last much longer.

With much respect, very sincerely yours,

S. W. PRESTON.

Admiral DU PONT, U. S. NAVY,
Commanding South Atlantic Blockading Squadron.

*Order of Commander Steedman, U. S. Navy, to Acting Master Urann,
U. S. Navy, commanding U. S. S. Patroon, to proceed to Port Royal,
S. C.*

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 11, 1862.

SIR: You will proceed with all dispatch to Port Royal with the *Patroon* under your command and on your arrival report to Rear-Admiral Du Pont or the senior officer present.

You will please take charge of the dispatches and deliver them in person.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Master WILLIAM D. URANN,
Commanding U. S. Gunboat Patroon.

*Report of Commander Steedman, U. S. Navy, of insubordination on
the U. S. S. Patroon.*

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 11, 1862.

SIR: The crew of the U. S. gunboat *Patroon* have become so demoralized and insubordinate as to render her totally inefficient. I have therefore considered it advisable to order her to Port Royal for such action as you may deem proper.

In justice to her present commander I must say that I do not believe he is to blame for the disreputable condition of affairs on board of his vessel. Herewith I transmit charges and specifications of charges prepared by Acting Master William D. Urann against the following-named men, who have been kept in confinement on board of this vessel for safety since the 23d of September, viz: Walter Harrington, William Williams, William McIntyre, and James Waltzingford.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Squadron.

Capture of the schooner Elmira Cornelius by the U. S. vessels Flag and Restless, October 11, and the schooner David Crockett by the U. S. schooner America, October 13, 1862.

Report of Captain Godon, U. S. Navy, commanding, pro tem., South Atlantic Blockading Squadron.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 17, 1862.

SIR: I have the honor to inform the Department of the capture of the schooner *Elmira Cornelius* by boats from the U. S. bark *Restless* and U. S. S. *Flag*, for a violation of the blockade of Bull's Bay, on the morning of the 11th instant. She has been dispatched to Philadelphia by Captain Green, senior officer off Charleston.

I have also to report the capture of the schooner *David Crockett* by the U. S. schooner *America*, while attempting the blockade of Charleston on the night of the 13th instant. Her cargo consisted of turpentine and rosin, a valuation of which is included in the enclosed report of a survey held on that vessel. As the schooner *Crockett* is unfit to proceed north, her crew and cargo will be sent forward at the earliest opportunity.

I have turned into the storekeeper's department of the *Vermont* 10 barrels of turpentine from the cargo of the *David Crockett* to supply the urgent wants of the squadron.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Flag*.

U. S. S. FLAG,
Off Charleston, October 13, 1862.

SIR: I have the honor to report to you that at daylight on the morning of the 11th it was reported to me that there was a schooner in sight, bearing from us N. E. under a foresail, with jib and mainsail down, apparently reefing, as it was blowing fresh at the time from S. S. W. About a half hour afterwards it was reported to me she had hoisted her jib and was standing toward the U. S. bark *Restless*, anchored at Bull's Bay. Supposing her to be a provision schooner or friend, I did not immediately get under way. Soon after, seeing two guns fired from the *Restless* (that being a signal that a vessel was attempting to run the blockade), I immediately got underway (6:50 a. m.) and gave chase under all steam and sail. About a half hour after, saw the *Restless* get underway and stand in for the bar, apparently to head the schooner off. Soon after, the bark wore around and stood off a short distance and anchored. The schooner passed in over the shoals, made all sail, passed around the north end of Bull's Island, and for a short time was out of our sight. Upon making the opening I saw she had been run ashore on the mainland, inside off Bull's Island. I immediately manned and armed two boats and sent them to assist the boats that had been previously sent in by the *Restless* to get the schooner off if possible.

She was afloat yesterday morning, the 12th instant, at 8 a. m., my boats, officer, and crews remaining by her until this morning, when she was left in charge of the commander of the *Restless*.

The schooner proved to be the *Elmira Cornelius*, last from Port Royal, cleared for New York, with an assorted cargo from New York unbroken at Port Royal.

As Acting Volunteer Lieutenant Conroy's boats were the first to board the schooner, he will send her north for adjudication.

I have the honor to be, very respectfully, your obedient servant,

J. H. STRONG,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark
Restless.

U. S. BARK *RESTLESS*,
Off Bull's Bay, October 14, 1862.

SIR: I have the honor to report the capture of the schooner *Elmira Cornelius*, of New York, ostensibly cleared for Port Royal, for violating the blockade at Bull's Bay. At daylight on the morning of the 11th instant a schooner was reported from the masthead standing inshore at Price's Inlet; a shot was fired from our forward Parrott rifle gun and the ensign hoisted, when she stood on under easy sail without showing her colors. Another shot was then fired from one of the forward 32-pounders, which fell short, but induced her to hoist her main and gaff topsail, undoubtedly trying to run the blockade.

I then sent an armed boat in charge of Acting Master William N. Griswold to intercept and take possession of her; in the meantime got underway and stood in with the *Restless*. I then sent another boat in charge of Acting Ensign Henry Eason to assist Acting Master William N. Griswold.

Firing another shot from the rifle gun, which fell somewhat nearer the schooner, and seeing the boats approaching her, she was run aground near the mouth of the channel of Bull's Island. During the whole time of the chase the schooner showed no colors, but so soon as Acting Master William N. Griswold approached her in his boat she ran up the American ensign, union down, and pretended to be in distress and in a leaky condition; but it is now proved that, although she thumped very heavily when ran aground and having been ashore for more than twenty-four hours before she could be got afloat, she now only leaks 4 inches per hour and with fifteen minutes' pumping can be kept free. During the chase the U. S. S. *Flag* hove in sight, and Commander James H. Strong sent two boats to assist in getting the schooner afloat. I do not think that without the timely assistance of Commander Strong she could have been gotten off so soon, we only having two small boats with a crew of five in each. The captain, mate, and supercargo I sent as prisoners on board the *Flag*, to be taken to the senior officer off Charleston, and the steward, with two men, were taken on board the *Restless* and will go in the prize.

The steward, Daniel E. Sanford, states that the schooner was fired into off Bull's Bay by the *Restless* in June last and a boat sent to board

her, but her captain would not heave to and the boat was prevented from boarding her.

Referring to the ship's log, we find, on the 28th of June last, the following remarks:

At 5:40 a schooner in sight bearing N. E., standing toward us; sent a boat to board her. Boat returned and reported that the schooner would not heave to and could not board her; fired three shots at her; it growing dark, we lost sight of her.

She has ever since that time been lying in Port Royal and with a cargo invoiced at \$15,315.77; has not opened her hatches nor disposed of any part of her cargo, which was owned by a Dr. Vandyke, of New York, who lived formerly at Charleston, and has a few days since arrived in Port Royal in the schooner *Fannie Currie*, no doubt on a similar expedition.

The cargo consists of articles most needed in the rebel States, and was unquestionably destined for a rebel port.

I shall send the prize to Philadelphia in charge of Acting Master Miller H. Johnson, with a prize crew of six men; the *Flag* also sends a crew of three. I respectfully request that Mr. Johnson may be soon ordered to return to this vessel, as I am already short of officers and crew.

I enclose a report of Acting Master William N. Griswold, who, with Acting Ensign Henry Eason, has carried out my orders with alacrity and decision.

I am, sir, very respectfully, your obedient servant,

EDWARD CONROY,

Acting Lieutenant. Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Griswold, U. S. Navy, executive officer of U. S. bark *Restless*.

U. S. BARK *RESTLESS*,

Bull's Bay, South Carolina, October 12, 1862.

SIR: I have the honor to submit the following report of the capture of the schooner *Elmira Cornelius*, of New York, by the boat under my command, by your order:

On leaving this vessel I proceeded toward Bull's Bay with all possible speed, hoping to reach the mouth of the narrow channel by which the schooner was trying to run the blockade, but she was too fast for us, for, finding that the boat gained, she set her mainsail and gaff-topsail. As there was a strong breeze blowing at S. S. W., she went through the water at a furious rate, the pilot evidently well acquainted with the channel. On her reaching Bird Island Passage she entered it beautifully, and under all sail fairly flew through the water toward Harbor Creek, seeing which I tried to cut her off by crossing the shoals close to the island (Bird), but it was of no use. Suddenly, however, she took the ground, and by the time she floated again I was within a quarter of a mile of her; fired a rifle at her, but no notice was taken of it. She, still under all sail, tried to reach the mainland; again she took the ground. Those on board finding that she was hard and fast and the boat close on them, gave it up and hoisted an American ensign in the fore-rigging, port side, union down. The captain said that the flag

had been there all the morning, but we could not see it till close on her. It might have been there, however, as they could not have chosen a better place to have hidden it from us. On boarding her I found the water up to the cabin floor, but on trying the pumps found that she could be kept free by pumping ten minutes in the hour; tried to get her off that tide, but could not, on account of the water that was in her; lost the port anchor in the attempt. At 12:20, or near that time, Mr. Chisholm, acting master, from the *Flag*, came on board in charge of two boats to aid in getting the vessel off. At my request he sent his boat to the ship with captain, crew, and papers of schooner in charge of Master's Mate Wells, of the *Flag*. On the morning of the 12th, there being a heavy tide, got her off. Not considering it safe to trust her in deep water immediately, as the weather was threatening, I came to an anchor near Bird Island. Finding that she was not damaged materially on the flat, I, at 1 p. m., got my anchor and at 7:30 came to, near this vessel. I am happy to report that the conduct of Acting Ensign Henry Eason, who boarded shortly after myself, was highly efficient.

Very respectfully, your obedient servant,

W. N. GRISWOLD,
Acting Master, Executive Officer.

Acting Lieutenant Commanding EDWARD CONROY.

Statement of John Simonson, master of the prize schooner *Elmira Cornelius*.

U. S. SHIP VERMONT,
Port Royal, S. C., October 28, 1862.

SIR: While lying in this harbor in the month of August last I called at the custom-house at Hilton Head, and there, in course of conversation, stated to the official present that I had some misgivings as to the intentions of the charterer of my schooner, but I had no means of arriving at any positive conclusion. I deemed it my duty to communicate this fact to him for his guidance in the premises. As this statement, made by me while lying in this harbor, proves that I had no interest other than a lawful charter, I will thank you for permission to obtain a written evidence from the official, which I can do by calling at the custom-house at Hilton Head, if you will kindly permit me to do so under guard from this ship.

The schooner is my own, the hard earnings of years of service and hard work. I am innocent of any collusion with the charterer. I had entered a protest, cleared for New York, so as to have the protest extended on my arrival in New York. These are facts which refute any idea of my intention of carrying any cargo to any port against the laws of the United States custom-house, and I would be very thankful to you to grant me a hearing and see what you think of my case. If there is one scratch of a pen wrong in my papers, and anything else can be proved against me, I will give in that I am in the wrong.

JOHN SIMONSON,
Captain Schooner called the Elmira Cornelius.

[Rear-Admiral S. F. DU PONT.]

Report of Commander Strong, U. S. Navy, of the capture of the *David Crockett* by the U. S. schooner *America*, October 13, 1862.

U. S. S. FLAG,

Off Charleston, October 14, 1862.

SIR: I have the honor to report to you that last evening at 11:05 p. m. I discovered a sail under the land bearing about N. W. by N. At 11:15 the U. S. schooner *America* fired two guns, burned a blue light, and sent up a rocket. I immediately called all hands, went to quarters, slipped the port chain, and stood in for the *America* (about three-fourths of a mile distant). As we approached, the *America* fired two more guns, when the vessel anchored and lowered her sails. I sent a boat to the *America* for the crew, who had been taken on board from the prize, and had them brought on board this vessel, viz, captain, mate, four seamen, and two passengers.

She proved to be the schooner *David Crockett*, of and from Charleston, bound for Bermuda, with a cargo of 175 barrels spirits of turpentine and 10 barrels rosin.

The captain of the vessel, William Thompson, admits having run the blockade several times during this rebellion.

I herewith enclose the muster rolls of the officers and crew of this ship at date of said capture.

I have the honor to be, very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Green, U. S. Navy, transmitting report of Acting Master Baker, U. S. Navy, commanding U. S. schooner *America*.

U. S. S. CANANDAIGUA,

Off Charleston, October 14, 1862.

SIR: I have respectfully to inform you that Acting Master J. Baker, commanding the U. S. schooner *America*, captured, while attempting to run the blockade last night at about 11 o'clock p. m., outward bound, the schooner *David Crockett*, loaded with turpentine and rosin, with a crew of six men, including the captain and mate, and also two passengers.

A copy of Acting Master Baker's report of the capture to me, and also a report of an examination of the vessel by Commander Mullaney and Acting Master J. Baker as to her seaworthiness, are enclosed herewith. The condition of the rigging and sails of the prize being such as not to warrant, in my opinion, her proceeding to a Northern port without repairs, I have directed Acting Master Baker to send and accompany her with the *America* to Port Royal, and to report to you for further instructions.

The prize schooner *Elmira Cornelius* was dispatched to-day to Philadelphia. Full report of her capture will be forwarded as soon as received.

I also enclose herewith a statement of the number of days' provisions and the quantity of coal on board each of the blockading vessels off this port.

Very respectfully, your obedient servant,

J. F. GREEN,

Captain and Senior Officer off Charleston, S. C.

Captain S. W. GODON,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Acting Master Baker, U. S. Navy, commanding U. S. schooner *America*.

U. S. SCHOONER *AMERICA*,

Off Charleston, October 14, 1862.

SIR: On Monday night, October 13, 1862, at 11 p. m., while lying at anchor off the mouth of Dewees Inlet in 4 fathoms of water, wind west, weather cloudy, I discovered a sail trying to run the blockade out from Charleston. I commenced firing, and sent a boat with six men in charge of Acting Master's Mate G. H. Wood to cut him off from the shore.

After firing three shots at him he came to. I boarded him and found the vessel to be the schooner *David Crockett*, from Charleston for Bermuda, with a cargo of spirits turpentine and rosin.

The crew consisted of six men and two passengers, whom I sent on board of the U. S. S. *Flag*, Commander J. H. Strong, which came to me after I commenced firing.

Respectfully, your obedient servant,

JONATHAN BAKER,

Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Mullany, U. S. Navy, and Acting Master Baker, U. S. Navy, regarding the condition of the prize schooner *David Crockett*.

U. S. S. BIENVILLE,

Off Charleston, S. C., October 14, 1862.

SIR: Agreeably to your verbal order, we have examined the condition of the prize schooner *David Crockett* and find her outfits in rigging and sails so very inferior as to render it unsafe to send her North in her present condition.

We would therefore suggest the propriety of sending her to Port Royal to be refitted.

Respectfully, your obedient servants,

J. R. M. MULLANY,

Commander.

J. BAKER,

*Acting Master, Commanding the *America*.*

Captain J. F. GREEN, U. S. Navy,

Senior Officer off Charleston.

Report of Captain Godon, U. S. Navy, giving stations of vessels in the South Atlantic Blockading Squadron.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 12, 1862.

SIR: I have the honor to append herewith, for the information of the Department, a list of the vessels covering the various blockaded points included within the limits of this squadron:

Georgetown, *Norwich*.

Bull's Bay, *Restless*.

Charleston, *Powhatan*, *Canandaigua*, *Mercedita*, *South Carolina*, *Bienville*, *Flag*, *Flambeau*, *America*, *Blunt*.

Stono, *Conemaugh*.

North Edisto, *Marblehead*.

St. Helena, *Shepherd Knapp*.

Wassaw, *Pawnee*, *Sebago*.

Ossabaw, *Florida*, *Vixen*, *Dawn*, *Fernandina*.

St. Catherine's, *Madgie*.

Sapelo, *Braziliera*.

Doboy, *Potomska*, *Western World*.

St. Simon's, *Wamsutta*.

St. Andrew's, *Gemsbok*.

Fernandina, *Mohawk*.

St. John's River, *Paul Jones*, *Cimarron*, *Water Witch*, *E. B. Hale*, *Uncas*.

Port Royal, *Wabash*, *Vermont*, *Housatonic* (repairing), *Patroon*, *Ellen* (condemned).

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Godon, U. S. Navy, of the arrival of the U. S. steamers Isaac Smith and Quaker City at Port Royal, S. C.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 12, 1862.

SIR: I have the honor to report to the Department the arrival at Port Royal of the *Isaac Smith*, Acting Lieutenant Conover, commanding, and the *Quaker City*, Commander Frailey.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Huron, of his arrival at Boston and the condition of his vessel.

U. S. GUNBOAT HURON,
Boston, October 12, 1862.

SIR: In compliance with the orders of Captain Godon, commanding the South Atlantic Blockading Squadron, a copy of which is herewith

enclosed, I have the honor to report to you my arrival in this port with the *Huron* under my command, and, I regret to inform you, with the crew and officers suffering severely from fever and general debility.

Though we have been employed a great part of our time upon blockading duties and upon healthy stations, lately the health of the ship's company has been in an unsatisfactory state, and after a few days' experience of the climate of the North Edisto River fever broke out on board with such violence that in a week, having twenty men and officers on the sick list with it, on the 6th instant, I felt compelled to leave my station for relief, and made the best of my way to Charleston, where I reported my condition to the senior officer, who ordered me to Port Royal, whence I was immediately ordered north, leaving on the evening of the 7th.

The vessel requires a thorough breaking out, cleansing, painting, and frosting, and I would respectfully suggest that something be done to improve the ventilation below generally, as to the want of it I am inclined to attribute the general unsanitary condition on board.

The men have now been closely confined on board this small vessel more than eight months, and, I think, require a short run on liberty.

I enclose herewith a correct muster roll of the ship's company.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Capture of the British steamer Ouachita, October 14, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Acting Lieutenant Watmough, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 28, 1862.

SIR: I have the honor to forward, for the information of the Department, the enclosed copy of a report by Acting Lieutenant Watmough, commanding the U. S. S. *Memphis*, of the capture of the English steamer *Ouachita* on the 14th instant, on his way to join my squadron.

The steamer when overtaken was disabled in her boilers by her efforts to escape, and was towed to this harbor by the *Memphis*.

I shall send her north for adjudication so soon as I can get a tow for her.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. MEMPHIS,
At Sea, October 15, 1862.

SIR: I have the honor to report that on the morning of 14th instant, at daylight, in latitude 33° 03' N., longitude 76° 26' W., a steamer was

discovered standing to the westward. On steering for her she altered her course to the eastward.

The pursuit was continued until 3:30 p. m., when two shots were fired in her neighborhood, which brought her to. She hoisted English colors; was boarded, and proved to be the *Ouachita*, from Bermuda, with a clearance for Havana and regular papers. The captain reported but 6 tons of coal left, and that he had stopped her steaming.

I placed her in charge of Acting Master Curtis, executive officer of this vessel, with five men, and took her in tow.

When first seen she had but her lower mast standing, under fore-and-aft sails. During the chase she sent aloft a large square-sail yard and set the sail. Before we overhauled [her] we passed a large box floating in her wake.

Her second officer and four of her crew were brought here in order to make room for our crew. These men reported that they had been busy from 10 a. m. till 2 p. m., throwing overboard cargo; that many of the boxes were long flat ones, with rope becketts fitted in the ends, and heavy; that they had been kept supplied with liquor, as the condition of those on board reported by Mr. Curtis confirmed; also, that the boilers were damaged by the excess of pressure [in their] efforts to outsteam us.

I am, sir, very respectfully, your obedient servant,

PEND G. WATMOUGH,

Acting Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Additional report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 19, 1862.

SIR: I have previously informed the Department of the capture of the prize steamer *Ouachita* by the *Memphis*.

Her machinery has been repaired, and I have sent her to New York under charge of Acting Master J. N. Giet (formerly of the *Valparaiso*); part of the crew go in her. The master (a very dangerous character) and the rest of her crew went north in the *Wamsutta*. Acting Third Assistant Engineer William J. Carmon, of the *Wamsutta*, was ordered by me on board of the *Ouachita*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy Washington

Letter from the Secretary of the Navy to Captain Dahlgren, U. S. Navy, Chief of Bureau of Ordnance, regarding his application to be assigned to command the naval forces to enter Charleston, S. C.

NAVY DEPARTMENT, *October 14, 1862.*

SIR: Your communication of the 11th instant, placed in my hands yesterday by yourself, has caused me both surprise and regret. It is

not necessary that I should repeat to you that in tendering you leave of absence and the command of an armored ship in the proposed expedition against Charleston I had no intention to inflict on you "painful humiliation," but on the contrary my object, as you well know, was to confer a special favor, and that against my wishes, for you can, in my opinion, nowhere be more useful than in the Ordnance Bureau.

I do not propose to discuss the point whether in my past action or in the permit granted there is anything to justify the imputation of designing to inflict on you "painful humiliation." I am confident you would not so misapprehend me.

You requested a squadron and a rear-admiral's appointment, or the command of the expedition to capture Charleston. Regard for others, for the service, and for yourself forbade this, not that I questioned your ability and merits, but there are others, some of them on that station, whose services and position could not thus be set aside. I could not move Admiral Du Pont from his command, nor have I been disposed to, but had he been withdrawn your appointment to the squadron would have been cause of dissatisfaction.

The honors bestowed upon you have greatly exceeded those of any of your contemporaries or any officer of equal grade from the organization of the Government. You were placed in command of a navy yard when only a commander, and the law was altered that you might be continued in the position which had been confided to you in a great and trying emergency. Some of your seniors took exceptions to my action on that occasion, and for the same reasons as you now do to my conferring an independent command on one who is your junior, but whom you admit to be admirably adapted to the command that is given him. On each occasion I was satisfied of the rectitude of the course pursued and that what was done was for the best interests of the country. This and this alone has controlled me in every appointment and every selection I have made since my connection with the Department. I have no partialities to gratify, no prejudices to influence me.

On no consideration would I withdraw Admiral Du Pont from the command of the South Atlantic Squadron or commit to another the capture of Charleston. That object constituted originally the great feature of his command, and the country expects and demands that achievement of him. No man would be justified in depriving him of that service, nor do I see how he can relinquish it without dishonor.

Individual aspirations can not be permitted to intrude in such a matter in a crisis like this. In declining to substitute yourself or any other officer for that duty I would not be understood as denying your or their merits, but according to my own convictions of duty I owe it to the country to retain Admiral Du Pont in command of that squadron.

You ask, however, that the Department will at least authorize you to hoist the flag of a rear-admiral in the squadron under the command of Rear-Admiral Du Pont. This is inadmissible. There has been sufficient embarrassment on the subject of these acting appointments without further complication.

Only officers in actual command of squadrons have received these appointments, and they from public necessity, in order that our naval officers commanding squadrons might have relative rank with officers in corresponding positions in the Army or with naval officers of other

countries. While on duty with the former they are often called to cooperate, and with the latter they come in contact.

It has been the service and the country, rather than the individual, that have been consulted and considered in these appointments. I should not feel myself justified in recommending an appointment called for by no such public necessity, whatever may be the merits or however distinguished the services of any individual.

You can not, I think, have fully considered the effect and bearing of your request, were it to be complied with. If the argument which you urge in regard to the selection of one junior to yourself to the command of the Mississippi squadron is legitimate, then every other officer who is his senior may, like yourself, take exceptions, and the Department, if governed by that consideration, would be compelled to disregard merit and qualification and rely on length of service alone. Besides, if you are grieved by that selection because you are his senior, it would only aggravate the error as regards every officer on the active list senior to yourself were you to receive an acting rear-admiral's appointment, and that, too, when the service requires no such appointment.

I will not pursue this subject, already too extended, and which nothing but my sincere regard for you personally and my high appreciation of you as an officer would have induced me to make. It has been with great reluctance that I yielded to your earnest desire often expressed before you made your late written application for duty afloat. In no position can you so well serve the country as in the department with which your name is identified and on which must rest your enduring fame. But you were sensitive, not without reason, perhaps, under the remarks that you were not actively participating in the war in the strict line of your profession. I appreciate the wound these remarks and these opinions have inflicted on a sensitive mind filled with the laudable ambition of attaining the highest rank in his profession.

It was this which prompted me to tender you leave of absence for a few weeks and the command of an armored vessel in one of the most important demonstrations of the war. I regret that my object should have been misunderstood or should have caused you a moment's pain. I am satisfied that nowhere else can you render so great service to the country—if that be your aim, as it certainly should be the first object of each of us—as in the position you now occupy, and to which not only the Department but the President and the Senate assigned you. We are wanting for effective service a great amount of ordnance, and on you, who have made ordnance a specialty, devolves beyond anyone else the duty of meeting this great necessity. It is with reluctance that I acquiesce in your absence from ordnance duty even for a brief period, and in so acquiescing upon your own application I had not the remotest conception of humiliating or paining you, but supposed that at some sacrifice to myself and to the service I was rendering you a special favor.

To prevent further misapprehension after this explanation I desire to say to you that my letter of the 8th instant was not intended to be mandatory and is in no sense to be considered as an order to you, but is a permit or leave, if you desire it, not otherwise, for special service for a few weeks, and to be accepted or not at your own option. If

you do not desire the duty, I do not wish you to accept of leave, for in no position can you render the country so great service as in the Ordnance Department, and in these times it becomes everyone to sacrifice all personal considerations for the good of the country.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Captain JOHN A. DAHLGREN,
Chief of Bureau of Ordnance.

Report of Captain Godon, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Wissahickon.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 15, 1862.

SIR: I have the honor to inform the Department of the arrival at Port Royal of the U. S. S. *Wissahickon*, in charge of her executive officer, Lieutenant Casey.

I am, sir, very respectfully, your obedient servant,
S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *October 16, 1862.*

Order the *Ottawa* to report to Admiral Du Pont instead of Farragut. Orders will be sent by mail.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Captain Godon, U. S. Navy, regarding the U. S. vessels Memphis and Midnight.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., October 16, 1862.

SIR: I have the honor to inform the Department of the arrival at this port of the U. S. S. *Memphis* and U. S. bark *Midnight*.

I am, sir, very respectfully, your obedient servant,
S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commander Steedman, U. S. Navy, to Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch.

U. S. GUNBOAT PAUL JONES,
St. John's River, October 17, 1862.

SIR: You will proceed with the *Water Witch* under your command to Port Royal, and on your arrival report to the admiral or senior naval officer in command.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Lieutenant-Commander AUSTIN PENDERGRAST,
U. S. S. *Water Witch*.

Order of Commander Steedman, U. S. Navy, to Acting Master Crane, U. S. Navy, commanding U. S. S. Uncas, to proceed to Fernandina, Fla., with contrabands, and thence to Port Royal, S. C.

U. S. GUNBOAT PAUL JONES,
St. John's River, Florida, October 17, 1862.

SIR: You will proceed with the *Uncas* under your command to Fernandina, taking with you a number of contrabands. On your arrival you will please report to the senior naval officer, who is requested to communicate with the commanding officer at that post with regard to the landing of the contrabands.

So soon as you have landed the contrabands you will proceed with all dispatch to Port Royal and report your arrival to the admiral or senior officer in command.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Master CRANE,
Commanding U. S. S. *Uncas*.

Circular order of Captain Green, U. S. Navy, directing code of signals to be used upon discovery of vessels attempting to run the blockade at night.

U. S. S. CANANDAIGUA,
Off Charleston, October 17, 1862.

SIR: Hereafter any vessel of the blockading force off this port discovering a vessel during the night attempting to run the blockade will fire one or more rockets or guns as a signal that the attempt is being made, and immediately after burn a white light (either Coston No. 2 or signal light) if the vessel is outward bound, or red (Coston) No. 5 if the vessel is inward bound, the lights to be repeated after an interval of ten minutes should the chase be continued.

Continuous and rapid firing of guns will be understood as a signal that assistance may be required by the vessel firing the guns, and the nearest vessel to her will proceed to her assistance, but will not be absent from her station for a longer time than is absolutely necessary.

Coston answering, followed by Coston preparatory signal, will indicate that all of the vessels employed on the blockade are to repair to the locality where the signals are made.

Very respectfully,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Standing to the northward, red.
Standing to the southward, white.
Enemies, 5, 7, 0.
Boats at night, No. 6, Coston.

Report of Captain Green, U. S. Navy, regarding the visits of H. B. M. S. Racer, in Charleston Harbor.

U. S. S. CANANDAIGUA,
Off Charleston, October 19, 1862.

SIR: I have to report to you that H. M. S. *Racer*, Captain Lyons, arrived off this port from Hampton Roads on the 17th instant, and requested permission to proceed into the bar in order to communicate with the English consul, which request I granted, provided he would show no lights nor communicate with the shore during the night. She remained at anchor off the bar near the entrance to the Swash Channel until the 19th instant, when she sailed for Hampton Roads, having had communication with Charleston twice by steamer under the English flag and a flag of truce.

I received information from Captain Lyons that General Lamar had recently died at Charleston, and that yellow fever prevailed there to a great extent, but that not many deaths had occurred; also that a salute fired from the batteries on shore a few days since was on account of General Bragg having gained a great victory over General Buell.

In connection with the visit of the *Racer* off this port I would state that several officers who have been employed a long time on this blockade remarked to me on her arrival that an attempt to violate the blockade was generally made immediately after her departure. The recent attempt was made on the night of the day of her sailing, and Commander Strong informs me that he took the bearing of the *Racer* at dark, and at about 8 p. m, saw three bright white lights in her direction.

I would propose that she be followed a reasonable distance on her departure should she visit this port again.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston.

Captain S. W. GODON,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

HALIFAX, N. [S.], *October 20, 1862.*

(Received 9:45 p. m.)

British screw steamer *Stanley*, 356 tons, arrived here to-day from Charleston, purporting to be from Nassau, New Providence; 650 bales cotton, bound Liverpool.

M. M. JACKSON,
U. S. Consul.

Hon. GIDEON WELLES.

Order of the Secretary of the Navy to commandant naval station, Baltimore, Md., to send three mortar schooners to Port Royal, S. C.

NAVY DEPARTMENT, *October 20, 1862.*

SIR: Send three of the mortar schooners to Port Royal, S. C., with orders to report to Rear-Admiral Du Pont. To avoid difficulty in their accounts, let the three be under one paymaster, who will go out with them.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore T. A. DORNIN,
Commanding Naval Station, Baltimore, Md.

Report of Rear-Admiral Du Pont, U. S. Navy, of the breach of blockade off Charleston, S. C., by the Confederate steamer Minho, October 20, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 28, 1862.

SIR: I have the honor to report to the Department that on the morning of the 20th instant, between the hours of 2 and 3 o'clock, a steamer succeeded in running the blockade off Charleston. She passed to the northward of the Rattlesnake Shoal, and was first discovered by the schooner *Blunt*, who made the usual signal and fired at her, but could not pursue as there was no wind. The *Plambeau* was on the alert, and soon after discovering the steamer Lieutenant-Commander Upshur slipped his chain and commenced firing, but though he discharged nine shell at her, did not succeed in arresting her progress. He pursued her until his own vessel was under the fire of the rebel batteries. In the morning it was discovered that the steamer had run aground close to Fort Moultrie and was apparently bilged.

By the Charleston papers, since received, it appears that this steamer was the *Minho*, that she will perhaps become a wreck, as there is much water in the hold, and part of the cargo floating about in the vessel. So much of the cargo, it is stated, as may be destroyed by water will be nearly a total loss.

I regret the escape of this vessel, but under the circumstances, owing to the darkness of the night and the haziness of the atmosphere, rendering it difficult to discover a vessel only a short distance off, I can

attach no blame to the officers on the blockade. I enclose Lieutenant-Commander Upshur's report.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. FLAMBEAU,

Off Charleston, S. C., October 20, 1862.

SIR: I have to report that at 2:40 this morning, while at our anchorage inside the Rattlesnake Shoal, I discovered that the schooner *Blunt* was firing guns and had already discharged a rocket, apparently toward Sullivan's Island.

We immediately beat to quarters, but for at least ten minutes nothing suspicious could be observed. Finally, at 2:52 a. m., discovered a strange vessel to the northward and eastward, stealthily gliding under shadow of the land. We immediately slipped our chain, got underway, and backed our engine until we found ourselves in 16½ feet of water. We then fired at the approaching vessel from our after gun twice in succession. Finding that the strange object was still moving onward, we wore ship and brought our forward and midship guns to bear. We then fired repeatedly and as rapidly as possible five additional shell from our 30-pounders and howitzer, at the same time giving chase to the northward and westward, within a very short distance of Breach Inlet batteries. By this time the stranger had reached a point under cover of the said batteries and appeared for a few moments to have grounded there. We then gave her three more shell from our 30-pounders, but immediately afterwards discovered that the strange steamer was again underway and rapidly eluding us. It was now impossible to chase any farther, as we were already close under the shore. At this moment heard report of a gun from the harbor, and judging that the stranger had reached a point of safety, we dropped our remaining anchor under foot and waited until daylight, when, perceiving that we were within easy range of the batteries, we steamed out a short distance. By this time we were enabled to notice that the chase was lying close to Fort Moultrie and apparently in an injured condition, whether from our shot or from having run on the piles there implanted, we know not. Unable to act further in the matter, we then weighed anchor and steamed in search of the one which had been slipped.

I am, very respectfully, your obedient servant,

J. H. UPSHUR,

Lieutenant-Commander.

Captain J. F. GREEN,

Commanding U. S. Steam Sloop Canandaigua.

Report of Captain Green, U. S. Navy, of the breach of blockade by the steamer Minho, October 20, 1862.

U. S. S. CANANDAIGUA,

Off Charleston, October 23, 1862.

SIR: I have to inform you that a steamer succeeded in running the blockade and reaching the anchorage off Fort Moultrie between 2 and

3 o'clock in the morning of the 20th instant. She passed in to the northward of Rattlesnake Shoal within sight of the schooner *George W. Blunt*, stationed off the extremity of the shoal extending from Dewees Inlet, and the *Flambeau*, stationed in the neighborhood of the western Rattlesnake buoy. The former vessel discovered her first, made the usual signals, and fired at her so long as she was in sight, but could not pursue her in consequence of there being no wind. The latter vessel, on discovering her, fired repeatedly at and pursued her, but failed to arrest her progress toward the harbor.

At daylight the strange steamer was discovered about three-quarters of a mile distant from Fort Moultrie, flying English and Confederate colors, and at 8 o'clock it was discovered that she was aground. Whether she had been run aground accidentally or in consequence of damage received from shot can not be ascertained. Steamers from the city immediately proceeded to her assistance, but she still remained aground, apparently bilged and a complete wreck.

I enclose herewith Lieutenant-Commander Upshur's and Acting Master Beers'* reports of their proceedings in endeavoring to capture her.

I regret exceedingly that this vessel should have succeeded in passing the blockade. On reviewing all the circumstances attending it, particularly the haziness of the atmosphere at the time, rendering it difficult to discover a vessel only a short distance, the uncertainty at night of the time and direction of the approach of a vessel attempting to run the blockade, combined with the perplexities of navigation in shallow waters, I think the efforts made to intercept and capture her were creditable, although not successful. I am of the opinion, however, that if the *Flambeau's* head had been toward Fort Moultrie, and inclined toward the mainland instead of seaward at the time of her discovery of the steamer, which passed inside of her, the probabilities of capturing or heading her off would have been greater.

I beg leave to repeat the suggestion made to you verbally on your recent visit off this port, that the blockading force would be much more effective by the addition of two or more light-draft steamers and the employment of two fast and economical steamers in cruising off the northern and southern approaches to Charleston.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer off Charleston, S. C.

Rear-Admiral S. F. DU PONT,
South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Commander Woodhull, U. S. Navy, to the master of the steamer Governor Milton to proceed to Ossabaw Island, Georgia.

U. S. S. CIMARRON,
St. John's River, Florida, October 21, 1862.

SIR: You will proceed without delay to Ossabaw Island, and on arrival there report to senior officer present. You will tow two of the largest scows lying at Mayport Mills to the same destination, as

* Not found.

they are very much required, and every effort must be made to accomplish it.

I will furnish you with a 12-pounder howitzer with a sufficient amount of ammunition. It is very easy to learn its use and how to fire it. I think it will be quite sufficient for your defense en route.

Please, on your arrival at the point directed above, transfer the said gun to the senior naval officer present or as he may further direct. I wish you a safe and speedy passage.

I am, respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Captain LATHROP,
Commanding Steamer Governor Milton.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, of the destruction of salt works at Cedar Point, Fla., and regarding general affairs in St. John's River.

U. S. S. CIMARRON,
St. John's River, Florida, October 21, 1862.

SIR: I have the honor to inform you that I have had the prize steamer *Governor Milton* armed with two 24-pounder howitzers, and up to this time she has proved very useful.

Yesterday I fitted out an expedition composed of 50 men, and all the marines of this vessel, which proceeded on board the *Milton*, in charge of Lieutenant-Commander Bushrod Taylor, to Cedar Point, the purpose of which was to destroy the salt works in that locality. I am happy to inform you of the entire success of the undertaking. The works were found to be of larger proportions than generally believed. Everything was totally destroyed, consisting of six cast-iron (8 feet in diameter) boiling pans and a large 17-foot tubular boiler, with furnaces, all complete.

Since the departure of the *Paul Jones* I have kept the *Hale* and the *Milton* constantly cruising between this anchorage and the point above Yellow Bluff; so far everything appeared to be quiet.

The coal vessel has been discharged, ballasted, and will proceed to sea this morning. Her bill of lading calls for 225 tons of coal, but all we can account for having received from her is something less than 200 tons, viz, 80 tons to the *Paul Jones*, 81 to this vessel, and 33 or 34 to the *Hale*. I do not think the difference is chargeable to the captain of the schooner, but very much doubt if the full quantity named was put on board at the shipping port. I have endorsed on the bill of lading the amount really received.

The *Neptune* arrived this morning, and part of my crew are being employed loading her with lumber and a number of valuable articles found at the Mayport Mills. I hope to get her off by to-morrow.

I really think if it is desirable to hold this river throughout its whole extent, we should have more force. This vessel and the *Hale* are not sufficient for the purpose. The *Milton* can not be much relied upon, and I fear to trust her beyond signal distance.

I shall use all the vigilance in my power and do all I can to prevent the enemy from giving us further trouble; more than that I do not think the force I have can accomplish.

I am happy to report the general good health of all the officers and men employed in the blockade of this port.

I have the honor to be, very respectfully, your obedient servant,

M. WOODHULL,

Commander, U. S. Navy.

Captain S. W. GODON, U. S. Navy,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Cooperative expedition for the destruction of railroad bridges near Pocotaligo, S. C., October 21-23, 1862.*

Letter from Major-General Mitchel, U. S. Army, to Captain Godon, U. S. Navy, inviting cooperation.

HEADQUARTERS DEPARTMENT OF THE SOUTH,

Hilton Head, Port Royal, S. C., October 15, 1862.

COMMODORE: I am preparing for an expedition having for its object the cutting of the Savannah and Charleston Railroad. Owing to the temporary loss of the *Cosmopolitan* and the disabled condition of one of our tugboats I find we are likely to be short of transportation.

May I venture to hope that the best interests of the naval service will permit you to unite with us in this expedition by sending such gunboats as you may be able to spare from your blockading fleet and such other means of transportation as you can furnish.

I shall do myself the honor to call upon you to-morrow forenoon, when we will have an opportunity of consulting with reference to this expedition and the one projected by yourself to the Ogeechee River.

Very respectfully, your obedient servant,

O. M. MITCHEL,

Major-General, Commanding.

Commodore S. W. GODON,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports detailing the movements of the naval forces.

FLAGSHIP WABASH,

Port Royal, Harbor, S. C., November 1, 1862.

SIR: I have the honor to enclose the report of Commander C. Steedman, of the *Paul Jones*, detailing the movements of the gunboats placed under his charge in an expedition undertaken to destroy the railroad bridges near Pocotaligo.

This expedition was organized and partially carried out during my absence, though I was at Port Royal when the gunboats and troops returned.

As the Department will perceive by the report of Commander Steedman, as well as that of Lieutenant Lloyd Phoenix, of the *Wabash*, our men behaved with their usual gallantry.

The only casualties were to the men of this ship, 3 of whom were

*For report of army operations see Official Records of the Union and Confederate Armies in the War of the Rebellion, Series I, Volume XIV, pp. 144-189.

wounded, 1, Oscar Farenholt, seriously, and 2, David Morrow and John Bernard, slightly. Enclosed is the report of Fleet Surgeon Clymer.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones.

U. S. GUNBOAT PAUL JONES,
Port Royal, S. C., October 27, 1862.

SIR: I have the honor to submit the following report:

On Tuesday, October 21, Captain Godon, the senior officer commanding in your absence, placed me in command of the gunboats which were to accompany and cooperate with General Brannan's forces. The accompanying paper, a copy of which was furnished each commander of gunboats and transports, gives the names of vessels, the number of troops each was to carry, the order in which to move, and the directions to prevent any accidents if possible; the commanders of the gunboats were also assembled on board the *Vermont* by Captain Godon and the proposed movement fully explained. At sunset, by signal from the *Vermont*, I got underway and proceeded up the mouth of Broad River, where I came to anchor, the other vessels following and taking their stations in line. After anchoring General Brannan called on board for the purpose of consultation, and at his request the three launches of the *Wabash* and one from this vessel were dispatched up the river in tow of a small tug carrying 100 men of General Terry's command for the purpose of surprising the picket guards of the enemy at Mackay's Point and Cuthbert's Landing. The orders were that the tug should proceed up within 2 miles of these points, when the troops were to be taken on board the launches and continue up cautiously to effect the object in view. I will here inform you that owing to the ignorance of the contraband guide who accompanied the *Wabash's* launches the party failed in their object of capturing the picket guard at Mackay's Point; the party in the *Paul Jones's* launch, in charge of Acting Master Ormond, being more fortunate in having a good guide, was successful in every respect.

At 12:30 a. m. of the 22d, the signal for getting underway was made, and allowing thirty minutes for the rest of the vessels to get ready, this vessel weighed and stood up the river, following a tug in charge of Lieutenant Preston, who was [so] kind [as] to show the way above the flats. To this officer I am much indebted for the valuable assistance he afforded me in starting the expedition. The *Ben De Ford*, with General Brannan on board, followed closely. Proceeding slowly up the river (making but six revolutions), I arrived and anchored just above Mackay's Point at 4:30 a. m., accompanied only by the *Ben De Ford*. I regret to say that at daylight not a vessel of the expedition was in sight, nor did they make their appearance until some time after sunrise; the cause of this can be explained by their respective commanders. I have since learned from Commander Warden, of the *Conemaugh*, that the signal for getting underway was not

seen by him, and when he moved, owing to his having no copy of the order of sailing and directions for passing the lights, his vessel grounded by passing on the wrong side of one of them. The *Cone-maugh*, the third vessel in line, in not getting underway, and then grounding, I am satisfied was the principal cause of the disarrangement and delay of the other vessels, with the exception of the *Marblehead* and *Water Witch*, which ran afoul of each other, got out of line, and did not leave the anchorage until daylight. Upon anchoring, the disembarkation of troops was at once commenced from the *Ben De Ford* and continued from the other vessels as they came up. I must here say that the commanders of the gunboats deserve praise for their activity and energy in assisting the disembarkation. By 10 o'clock a. m. the whole force was landed and moved on to meet the enemy. At the request of General Brannan the *Uncas* was ordered to proceed up the Pocotaligo and the *Patroon* and *Vixen* up the Coosawhatchie rivers, the latter vessels to cover the landing of Colonel Barton's command on board the *Planter*. These vessels rendered efficient service, and I take much pleasure in commending the conduct of their officers and crews. The three howitzers of the *Wabash*, in charge of Lieutenant Phoenix and Ensigns Wallace, Pearson, and Adams, by request of General Brannan, were landed and placed under his orders. The good services rendered by these guns and the gallantry and skill of the officers and men in handling them are, as I am informed by the general, beyond praise. From this time until sunset nothing occurred worthy of note within my observation. At about 5 o'clock p. m. I received a message from the general announcing his intention of falling back, and requesting me to keep a good lookout in case the enemy should attempt to harass his rear. I made arrangements accordingly. Having received a message from Captain Coryell, of the quartermaster's department, requesting the services of our surgeons, I directed all of them to proceed on shore at once and report to the medical director, which was promptly done, and I am happy to say that they rendered very valuable aid in attending to the wounded.

The next day (23d instant) the troops were embarked, and as each vessel received its quota on board proceeded down the river to Hilton Head, this vessel, the *Marblehead*, and the *Vixen* remaining to cover and bring up the rear. By sunset the whole force was reembarked, and by 10 o'clock p. m. the last of them arrived off Hilton Head.

To Ensign Johnson, who accompanied me as aid and signal officer, I am much indebted. It is not for me to say anything in praise of the general in command of the expedition, except that I shall always esteem myself fortunate in having served on two separate occasions with that gallant, able, and courteous gentleman.

It will afford you gratification to learn that the utmost cordiality existed between the two branches of the service. In conclusion, I must express my high appreciation of the good conduct of the officers and men on board of this vessel.

Enclosed you will find Lieutenant Phoenix's report.

I have the honor to be, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Squadron.

[Enclosure.]

No. in line.	Name of vessel.	No. of men.	Regiment.	Name of pilot.	Name of signal officer.
1	Paul Jones.....	.....	Wabash's launches.	Wm. Jenkins.....	Lieut. [F. E.] Town.
2	Ben De Ford.....	900	.....	.....	Lieut. [G. H.] Hill.
3	Conemaugh.....	350	.....	Sam'l Huguenin.....	Lieut. [T. C.] Vidal.
4	Wissahickon.....	250	.....	.....	.....
5	Boston.....	880	.....	Captain Crowell.	Lieut. [C. F.] Cross.
6	Patroon.....	50	.....	Evan Brown (Coo-sawhatchie).	.....
7	Uncas.....	50	.....	.....	.....
8	Darlington.....	300	.....	.....	.....
9	Relief*.....	200	.....	Neptune Huguenin.	.....
10	Marblehead.....	230	Rhode Island Artillery.	Isaac.....	Lieut. [T. L.] Hatfield.
11	Vixen.....	70	do.....	George Mackie (Pocotaligo).	.....
12	Flora.....	300	76th Pennsylvania	.....	.....
13	Water Witch.....	130	do.....	Maurice Scott.....	Lieut. [J. R.] Findley.
14	George Washington.	250	.....	.....	.....
15	Planter.....	300	.....	Sam Pope.....	Lieut. [W. H.] Hamner.

* And schooner.

Memoranda.

1st. Three red lights displayed at the masthead of the *Paul Jones* will be the signal to get underway.

2d. Entering Broad River, vessels will pass on —— hand of the first red light (on *Karmak*), on the port hand of second red light (in small boat), and on the starboard hand of third red light (on schooner *America*).

3d. No masthead lights will be carried; all other lights must be carefully concealed.

4th. Each vessel will follow carefully in the wake of its immediate leader and keep as close to him as practicable.

5th. *Ben De Ford* tows flat No. 1, with horses and artillery.

6th. *Boston* tows flat No. 2, with horses and artillery.

Report of Lieutenant Phoenix, U. S. Navy, U. S. S. Wabash.

U. S. S. WABASH,
Port Royal, S. C., October 24, 1862.

SIR: I have the honor to report that three 12-pounder boat howitzers from the *Wabash*, under my charge, were landed on the morning of the 22d at Mackay's Point. The howitzers, Nos. 1, 2, 3, were respectively under the immediate command of Ensigns Wallace, Adams, and Pearson. Assistant Surgeon McSherry accompanied the expedition.

The men had been pulling in the boat since 1 o'clock the previous night, and were by no means fresh on the morning of the landing; nevertheless, they cheerfully took their places at the drag ropes and kept up their zeal and spirit throughout the expedition. After a march of about 5 miles, over part of which we were ably assisted at the drag ropes by a detachment from the Third Rhode Island Artillery, the infantry met the enemy in the woods, while their artillery opened on us over the trees. The howitzers were immediately thrown into battery and commenced a rapid discharge of shrapnel and shells. The enemy having fallen back, we advanced with the troops, although a

few rounds of canister were all the ammunition left to us. On arriving at the position from which the enemy's batteries opened fire, we found part of a rebel caisson filled with 12-pounder shell. After filling our ammunition boxes with these we proceeded on as fast as possible to the front, where our forces were already engaged. On the road one piece was detached and ordered to the left, which was then seriously threatened. The other two came into action with the center and commenced firing with shells. This was continued until all our shells were expended except two for each gun, when the order came to cease firing and reserve our remaining ammunition in case the enemy advanced. The guns were accordingly loaded with canister and planted in the road. Our position was shifted to the rear from time to time, as our forces were ordered to fall to the rear. A shell was occasionally thrown into the enemy's position as we moved to the rear, but as they did not pursue this was soon rendered unnecessary. When the order to retreat came the howitzers were secured and moved with the rear of the army. The retreat was commenced a little after sunset, and after a long, weary march of over four hours we arrived at the landing, from which the boats took us to the *Paul Jones*. The morning of the 23d was occupied by transporting troops in our boats from the landing to the transports. In the afternoon the launch and first cutter were ordered up the Pocotaligo River to shell any of the enemy's pickets that might show themselves. A party of these were seen slowly advancing toward the ferry, but were soon dispersed with a few shell. After remaining here until all the troops were on board the transports we returned to the *Paul Jones* and from thence to the *Wabash*. I regret to say that David Morrow (seaman) was wounded in the breast, Oscar Farenholt (ordinary seaman) seriously in the arm, and John Bernard (ordinary seaman) slightly injured by the recoil of a gun. The officers and men behaved with the greatest gallantry, performing every service with the alacrity of sailors, and bearing all the hardships of the march with the utmost perseverance and fortitude. I am much indebted to Captain Comstock's company of the Third Rhode Island Artillery for the assistance rendered in dragging the pieces.

Very respectfully,

LLOYD PHOENIX,
Lieutenant.

Commander CHARLES STEEDMAN,
Commanding Paul Jones.

Report of Fleet Surgeon Clymer, U. S. Navy, regarding casualties.

FLAGSHIP WABASH,
Port Royal, S. C., October 24, 1862.

SIR: I respectfully report the following as the extent of the casualties to the detachment sent from this ship to cooperate with the army in the engagement with the enemy on the 22d instant, viz, two gunshot wounds, of which one is serious and one contusion as follows:

Oscar Farenholt (ordinary seaman), badly wounded in the left forearm, the ball being deeply lodged.

David Morrow (seaman), wounded on the front of the chest; the ball traversed 5 inches beneath the skin and passed out without penetrating the chest; injury not serious. John Bernard (ordinary seaman),

knocked down and run over by a gun carriage, bruised on the chest and right leg; apparently not seriously.

I am, respectfully, etc.,

GEO. CLYMER,
Fleet Surgeon.

Commander THOS. G. CORBIN,
Commanding U. S. S. Wabash.

Letter from Brigadier-General Brannan, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, transmitting an extract from his report.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., November 5, 1862.

ADMIRAL: Enclosed I have the honor to transmit an extract from my report of the recent expedition to Pocotaligo Bridge.

I am, admiral, very respectfully, your obedient servant,
J. M. BRANNAN,
Brigadier-General, Commanding.

Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

HEADQUARTERS EXPEDITIONARY FORCES,
U. S. Transport Ben De Ford, October 24, 1862.

* * * * *

The three boat howitzers furnished by Captain Steedman, U. S. Navy, commanding the naval forces, were served well, and the officers commanding them, with their crews, as also the detachment of Third Rhode Island Volunteers, deserve great credit for their coolness, skill, and gallantry. The officers commanding these guns are as follows: Lieutenant Lloyd Phoenix, Ensigns James Wallace, La Rue P. Adams, and Frederick Pearson.

* * * * *

It affords me much pleasure again to report the perfect cordiality existing between the two branches of the service, and I am much indebted to Captain Charles Steedman, U. S. Navy, for his valuable aid and assistance in disembarking and reembarking the troops, also in sending launches (with howitzers) to prevent an attack on our pickets while we were embarking to return to Hilton Head.

I have the honor to be, colonel, most respectfully,
J. M. BRANNAN,
Brigadier-General, Commanding.

Lieutenant-Colonel W. P. PRENTICE,
Asst. Adj. Gen., Dept. of the South, Hilton Head, S. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Brannan, U. S. Army.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 7, 1862.

GENERAL: I have the honor to acknowledge the receipt of your communication of the 5th instant enclosing an extract from your report of the recent expedition to Pocotaligo Bridge.

Please accept my thanks for the kind manner in which you have spoken of the officers in my squadron who accompanied you in that expedition.

I am glad to find that the same cordiality existed on that occasion between the two branches of the service as has heretofore been invariably the case in this department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General J. M. BRANNAN,
Commanding Department of the South.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, calling attention to the commendatory report of Brigadier-General Brannan, U. S. Army.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 20, 1862.

SIR: I take great pleasure in acknowledging your report of the movements of gunboats placed under your command in the Pocotaligo expedition.

I forwarded it to the Department immediately with a dispatch.

I also take pleasure in enclosing to you an extract from Brigadier-General Brannan's report, which he forwarded to me previous to its publication, a copy of his letter, and my reply.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander CHARLES STEEDMAN,
U. S. S. Paul Jones, St. Simon's.

General order of General Beauregard, C. S. Army.

GENERAL ORDERS, { HDQRS. DEPT. OF S. C., GA., AND FLA.,
No. 46. } *Charleston, March 26, 1863.*

1. The troops engaged in the action with the enemy at Pocotaligo on the 22d of October, 1862, will have inscribed on their colors "Pocotaligo, 22d October, 1862," in honor of the veteran-like steadiness and unsurpassable courage displayed on that day in their conflict with and defeat of an enemy of almost incredible superiority in numbers. The whole country has been already informed of and appreciates the brilliant events and incidents of the battle of Pocotaligo, and it has only remained thus officially to authorize an honor so brilliantly won. The field of Pocotaligo, made memorable by those who held it on the 22d of October, 1862, surely can not be yielded up to any greater force with which the enemy may attack in that quarter.

* * * * *

By command of General Beauregard:

THOMAS JORDAN,
Chief of Staff.

Report of General Beauregard, C. S. Army, commanding Department of South Carolina, Georgia, and Florida.

SAVANNAH, GA., *October 23, 1862--8 p. m.*

The abolitionists attacked in force Pocotaligo and Coosawhatchie yesterday. They were gallantly repulsed to their gunboats at Mackay's Point and Bee's Creek Landing by Colonel W. S. Walker, commanding district, and Colonel G. P. Harrison, commanding troops sent from here. Enemy had come in thirteen transports and gunboats. Charleston Railroad uninjured. Abolitionists left dead and wounded in the field. Our cavalry in hot pursuit.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Report of Commander Woodhull, U. S. Navy, of the arrival of the U. S. S. Seneca, and explaining the delay in dispatching the steamer Governor Milton to Ossabaw Island, Georgia.

U. S. S. CIMARRON,
St. John's River, Florida, October 22, 1862.

SIR: Yesterday morning the gunboat *Seneca* arrived off the bar. I immediately sent a boat to communicate with her. I did not get your dispatch till 3 p. m. I then immediately gave orders to have the *Governor Milton* got ready to proceed without any unnecessary delay as you directed. There was something to be done to the engine, which would take, it is said, a couple of hours. At the termination of that time steam was got up and I expected to see her en route a few moments after, but unfortunately something broke down and, in consequence, the steam had to be let off and work recommenced on her. I have had my engineers and mechanics at work all night getting her in steaming order again, and I am happy to inform you that she left for her destination this morning at 11 a. m.

I have put on board of her the *Cimarron's* 12-pounder howitzer, with sufficient ammunition to aid in her protection should an effort be made to intercept her; also a week's provisions for all hands.

I gave orders regarding the scows, and it is not practical. The scows can not be got through Sister's Creek. The captain of the *Governor Milton* was very desirous to accomplish it, but he assures me, upon further inspection of the creek, that it is impossible to be done. I have further the opinion of my executive officer and pilot, both concurring in the same statement. I consequently was obliged reluctantly to give it up. I think the scows are hardly worth moving that distance; they are old, leaky, water-logged, and float deeply.

I regret that I have been unable to execute all your orders, but the circumstances have controlled my wishes to do so.

The little steamer is a great loss to us, as she could be made very useful in various ways; besides, with the battery I have placed on board of her (two 24-pounders), she could have aided me much in keeping possession of the river. There have been seen at various times in the last two days small groups of guerrillas wandering about in this neighborhood on both banks of the river. They have even approached

the vicinity of the entrance of the harbor. I have been unable to reach them as yet, as they, too, cautiously keep without the range of our guns; how large their force may be back of this I am unable to ascertain. I think we ought to have an additional vessel if it is desirable to keep the river open to its whole extent. Without that addition it will, I fear, be an invitation to the enemy to put further difficulties in our way. This will be dispatched by the *Neptune*.

Very respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Captain S. W. GODON, U. S. Navy.
Senior Officer Present, Port Royal, S. C.

[Telegram.]

NAVY DEPARTMENT, *October 23, 1862.*

Send the *Rescue* to Du Pont when package from Department arrives.

GIDEON WELLES,
Secretary of the Navy.

Commodore A. A. HARWOOD,
Commandant Navy Yard, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 23, 1862.

SIR: On the receipt of this order you will please proceed with the *Seneca* under your command off Charleston and report for blockading duty to Captain J. F. Green, of the *Canandaigua*, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander WM. GIBSON,
U. S. S. Seneca.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Memphis.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 23, 1862.

SIR: On the receipt of this order you will please proceed with the *Memphis* under your command off Charleston, and report for blockading duty to Captain J. F. Green, of the *Canandaigua*, senior officer.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Lieutenant P. G. WATMOUGH,
U. S. S. Memphis.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 23, 1862.

SIR: You will please proceed with the *Keystone State* under your command and report to the senior officer off Charleston for blockading duty.

Having had my flag so often on board your ship, affording so many opportunities of judging of her efficiency, good order, discipline, and harmony, with your promptitude and zeal in carrying out my orders on other occasions, I deem this, after our recent association, a fitting moment to express my warm commendation and high appreciation of your services during the whole period that you have been attached to this squadron.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander W. E. LE ROY,
U. S. S. Keystone State, Port Royal, S. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Assistant Secretary of the Navy regarding movements of the blockading vessels during his absence and his need of reinforcements.

[Private and confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 23, 1862.

MY DEAR SIR: I reached here last evening after a pleasant run, calling off Charleston. Two schooners had been taken within a few days and a large English steamer run on shore by the *Flambeau* under Moultrie. She was on her beam ends as I passed at high water yesterday, but they were doubtless getting her cargo out, for a tug was alongside of her, and I fear her engine will be taken for one of the rams.

The *Racer* had been in and came out that day. At night some white lights were seen made by her; it is thought to this steamer. She was flushed by the *Blunt*, but not a breath of wind for her to get underway; her fire made Upshur slip. The steamer going by at lightning speed, he shelled and chased, and the fellow ran her up high and dry on the spit off Moultrie.

I heard on my arrival here that an expedition had been sent up Broad River of 4,500 men, with many gunboats, to cut the railroad bridge at Pocatigo and as a feint for a further expedition to the Ogeechee. I regretted such things were attempted in my absence by General Mitchel, absorbing my vessels from the blockade, which, of course, could not be refused him by the senior officer present, and this, with nothing pending or to result from them if successful, not any more than burning a wood pile or the wharf, to be replaced in a week.

It was a complete failure, with heavy loss; the troops ventured out of reach of the gunboats, and, though behaving well, were thrashed by an inferior force, well posted, full information of the movement having been carried to the rebels by faithless or spy contrabands. I

saw a portion of the poor, wounded fellows landing, said to be 400 in all, the killed amounting to 40. If two of my boats had been off Charleston instead of here we would have had that steamer, doubtless worth a half million in arms and rifled cannon, instead of this loss.

A few items now as to my wants:

1st. Do not forget the tugs and ferryboats and small dispatch harbor boat; we are like an army without wagons. The machinery of the *Ellen* has gone home, the *Mercury's* also, and the *Pettit* broken down.

2d. Please put a 200[-pounder] Parrott rifle on the *Huron* and send her out as soon as possible; had I been here she never would have moved a foot; her sickness was not yellow fever, the only contingency in which I left word she might be sent home. I hope you will keep every man and officer in her and send her back.

3d. *Memphis* captured a small 80-ton screw, very handsome, the last English getting up for running the blockade. She threw all her arms overboard.

4th. The *Racer* told Green that the defenses of Charleston Harbor had been greatly increased since her last visit. The christening of the rams had made quite a glee; Rutledge, their strongest man, has one. You forget these rams, I think; if we have to divert two ironclads for them not many of your proposed force will be left for the forts.

You had better have some 10,000 men sent out here at once, or these troops, but for the squadron, will be driven into the sea and we shall lose Beaufort. Mitchel is quite ready for James Island when the time comes, but he has no means.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of the Navy.

Capture of the British steamers Scotia and Anglia, October 24 and 27, 1862, by the U. S. vessels Restless and Flag, off Bull's Bay, South Carolina.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. U., October 29, 1862.

SIR: I have the pleasure to report to the Department the capture, on the 24th instant, of the British steamer *Scotia* by the U. S. bark *Restless*, Acting Volunteer Lieutenant E. Conroy, commanding, off Bull's Bay.

The steamer was discovered at daylight standing toward Bull's Island. Acting Volunteer Lieutenant Conroy immediately got underway with his vessel, and at the same time sent two armed boats to the leeward of the steamer, which forced her to run ashore. He then ran in with the *Restless* to cut her off and keep her from running out should she get off before the boats could reach her. When the boats got alongside it was discovered that the captain, an old offender named Libby, with a gentleman and a lady (passengers), had left the steamer in an open boat. The crew were in a state of intoxication, so that they

became almost unmanageable, and Acting Volunteer Lieutenant Conroy ordered them to be transferred on board the *Restless* and put in irons. Acting Volunteer Lieutenant Conroy did not succeed in getting her off until the morning of the 26th, during which time he was obliged to anchor with the *Restless* within gunshot of the prize to protect her, and at low tide his own vessel touched bottom several times, but without sustaining any material injury. He reports the loss by drowning of John Martin (seaman), of the *Restless*, and a fireman of the *Scotia* in consequence of the swamping of a boat in trying to get out a hawser.

In getting off the *Scotia* and afterwards in bringing her to Port Royal the engineers of that vessel rendered every assistance in their power, for which Lieutenant Conroy promised that they should receive compensation.

I have further the honor to report the capture at Bull's Bay, on the 27th instant, of the British steamer *Anglia* by the boats of the U. S. S. *Flag*.

The *Restless*, then under command of Acting Master Griswold (Acting Volunteer Lieutenant Conroy being temporarily absent on duty in the *Scotia*), had discovered the steamer entering Bull's Bay the evening before, but she having passed so far to windward of her the *Restless* could not prevent her getting in, and having only one small boat belonging to the ship, Acting Master Griswold did not think it prudent to send her in pursuit, but he got the *Restless* in a position to command the channel for the purpose of preventing the escape of the steamer. On the next day the *Flag*, having Acting Volunteer Lieutenant Conroy on board, on his way to join his vessel, arrived at the anchorage of the *Restless*, and on receiving the above information Commander Strong, under the pilotage of Acting Volunteer Lieutenant Conroy, ran the *Flag* close to the bar, which his vessel could not cross, and dispatched four armed boats, under charge of Lieutenant-Commander Carpenter and Acting Volunteer Lieutenant Conroy, inside of Bull's Island.

The steamer was discovered on shore near Jack's Creek, about 4 miles from the entrance of Bull's Bay, but was soon safely got off, all of her officers and crew being on board (except the pilot and six men who had gone to Charleston the evening previous) and, according to Lieutenant-Commander Carpenter's report, rendered every assistance in getting her off. Lieutenant Conroy piloted the *Anglia* out of Bull's Bay and over the bar.

The *Anglia* when captured was almost out of coal, and was sent by Captain Godon, senior officer off Charleston, to this harbor to be supplied. She is the same vessel which attempted, on the night of the 19th of September last, to enter Charleston Harbor by Sanford's [Lawford] Channel, but was headed off, though she succeeded in escaping in the darkness. I shall dispatch both of these steamers north as soon as practicable.

Before closing this dispatch I can not forbear calling the attention of the Department to the energy and activity shown on all occasions by Acting Volunteer Lieutenant Conroy, of the *Restless*.

Very respectfully, your obedient servant,

S. F. Du PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*, regarding the capture of the steamer *Scotia*.

U. S. BARK *RESTLESS*,
Off Bull's Bay, South Carolina, October 26, 1862.

SIR: I have the pleasure of reporting to you the capture of the British steamer *Scotia* by the *Restless*, under my command, for violating the blockade at Bull's Bay.

At daylight, the 24th instant, a steamer was discovered standing toward Bull's Island. I immediately got underway, at the same time sending two armed boats to the leeward of the steamer, and forced her to run ashore. I was then obliged to run in with the *Restless* to cut her off and keep her from running out should she get off before the boats could reach her.

When the boats came alongside it was discovered that the captain, with a gentleman and lady (passengers), had left the steamer in an open boat, and the crew were in a state of intoxication, so that they became almost unmanageable. I ordered them to be transferred on board the *Restless* and put in irons.

In trying to get the schooner afloat her engineers have done the utmost in their power to assist us, but one of the boilers giving way prevented us from success. I was therefore obliged to anchor with the *Restless* within gunshot of the prize to protect her, which left the *Restless* at low tide in a very heavy sea, touching bottom several times, but as soon as the tide ran in she was got off and anchored in deeper water. She sustained no damage, but leaks some.

The boilers and machinery having been repaired under my personal supervision, I succeeded this morning in getting the *Scotia* off and brought her to the fleet off Charleston.

I regret to have to report the loss by drowning of John Martin, landsman, of the *Restless*, and one fireman of the *Scotia*, the boat having swamped in trying to get out a hawser.

I consider it my duty to recommend the engineers of the *Scotia* for their hearty cooperation in getting her off and bringing her to Charleston, and I could not do otherwise but promise them compensation.

I have detailed Acting Master J. B. Rogers to take charge of the prize.

I am, sir, very respectfully, your obedient servant,

EDW. CONROY,

Acting Lieutenant, Commanding.

Captain S. W. GODON,

Comdg. Charleston Blockade, U. S. S. Frigate Powhatan.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding firemen for the prize steamer *Scotia*.

U. S. FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., November 8, 1862.

SIR: In a previous communication I have informed the Department of the capture of the British steamer *Scotia*. As it is impossible to furnish the prize with firemen to take her north without great detriment to the public service, I have made an arrangement with eight firemen of the captured steamer to pay them \$2 a day from the 30th of October to the day of the arrival of the steamer in New York.

Rear-Admiral Paulding has been informed of this arrangement, but may I request the Department to authorize him by telegraph to make the above payment?

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*, regarding the capture of the steamer *Anglia*.

U. S. BARK *RESTLESS*,

Bull's Bay, South Carolina, October 27, 1862.

SIR: I have the honor of reporting to you the capture of the English steamer *Anglia* by the armed boats of the U. S. S. *Flag*, under the command of Lieutenant-Commander Charles C. Carpenter and myself, under the following circumstances:

On my return from the Charleston blockading squadron (where I had been to deliver the prize steamer *Scotia*, captured by the *Restless* on the 24th instant) in the U. S. S. *Flag*, we met the *Restless* making signals for assistance. Acting Ensign Henry Eason came on board the *Flag* and reported that another steamer had run into Bull's Bay Channel on Sunday afternoon, but so far out of the range of our guns that it was impossible to bring her to. At the time it blew a heavy gale from the N. W., and having only one small five-oared boat (the other one was lost in getting out the *Scotia*), Acting Master William N. Griswold, then in charge of the *Restless*, did not deem it prudent to send her in for the purpose of cutting out the steamer.

He put the ship in such a position, however, [as] to prevent her coming out during the night.

So soon as Commander Strong and myself received this report, Commander Strong ordered four boats to be armed and manned and requested me to pilot the *Flag* inside the bar; but the tide being ebb, the water was too low to admit the *Flag* entering, and we anchored as near as prudent under the circumstances. The boats then left the ship in command of Lieutenant-Commander Charles C. Carpenter, of the *Flag*, and myself. On entering the inner channel, we found the steamer, which proved to be the *Anglia*, from Nassau, aground in front of Jacks Creek, 4 miles inside from Bull's Island light-house, and took possession of her.

The pilot, Thomas Jones (a Charleston pilot), had left, with some passengers, through the inner channel for Charleston. The steamer was gotten off with very little trouble, and I piloted her out and came to anchor under the protection of the guns of the *Flag* and the *Restless*, at 7:30 p. m.

I left the *Anglia* in charge of Lieutenant-Commander Carpenter, reported myself to Commander Strong, and then repaired on board the *Restless*.

Enclosed I forward a copy of the report of Acting Master William N. Griswold, whom I left in command of the *Restless* during the time

I went to deliver the prize steamer *Scotia* to the senior officer off Charleston.

I am, sir, very respectfully, your obedient servant,
EDWD. CONROY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Griswold, U. S. Navy, of the U. S. bark *Restless*, regarding his proceedings with reference to the steamer *Anglia*.

U. S. BARK *RESTLESS*,
Bull's Bay, October 25 [27], 1862.

SIR: I submit to you the following report with regard to my proceedings with the steamer *Anglia*, now a prize to this bark and the *Flag*:

Yesterday afternoon at 4:30 a sail was reported standing in; soon made her out to be a steamer; all thought the *Scotia*, stopping. We concluded her machinery had given out. Soon, however, she started again and slowly passing our bows, full 4 miles distant; then I saw it was not the *Scotia*, though evidently a sister ship. Knowing that once inside she was in a trap, for there was not enough of water for her to reach the mainland, I waited patiently till she was well in, and then guarded the channel; then fired three guns as a signal to the *Flag*. As there was no answer, at dark I sent up two rockets and burned Coston's signals in the maintopmast crosstrees, hoping that the *Flag* would see them and come to my assistance. Receiving no answer, concluded to wait until morning and procure assistance, for I was without means to cut her out, having but one small boat and hardly enough men to handle the ship if aught happened to her. With the number of prisoners on board I did not think it prudent to run the risk trying to do it alone, so this morning I got the ship underway to look for assistance. The *Flag* hove in sight at 11:30 a. m., and at 1 p. m. I sent an officer on board to report to you the fact of the steamer being inside. I followed the *Flag* in and came to anchor near her.

I am, sir, yours, most respectfully,
W. N. GRISWOLD,
Acting Master and Executive Officer, U. S. Bark Restless.

Acting Volunteer Lieutenant EDWD. CONROY,
Commanding U. S. Bark Restless, Bull's Bay, S. C.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Flag*, regarding the capture of the steamer *Anglia*.

U. S. S. *FLAG*,
Off Charleston, October 28, 1862.

SIR: I have the honor to report to you the capture of the British steamer *Anglia*, from Nassau, New Providence, October 21, 1862, yesterday afternoon by the boats of this ship.

On my way to Bull's Bay yesterday I met the U. S. bark *Restless*, which reported a steamer gone in at 5 p. m. the previous evening.

Having Acting Volunteer Lieutenant Conroy, of the *Restless*, on board, I took this ship as close in as the soundings would permit, and dispatched four armed boats inside of Bull's Island, under command of Lieutenant-Commander Carpenter and Acting Volunteer Lieutenant Conroy. The *Anglia* was ashore about 4 miles from the entrance of Bull's Bay, and was safely floated out and brought off at 6:30 p. m. yesterday evening. I have sent Lieutenant-Commander Carpenter and Acting Third Assistant Engineer William Skelton, of this ship, and Acting Master William N. Griswold, of the *Restless*, with prize crew from this ship in her. This is the steamer that ran ashore on [Folly] Island September 19, 1862, and landed some passengers who were at Port Royal and went north in the *Massachusetts*. I enclose herewith a muster roll of the officers and men of this ship and a report of Lieutenant-Commander Charles C. Carpenter, executive officer of this ship.

I am, sir, very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Carpenter, U. S. Navy, of the U. S. S. Flag, regarding the capture of the steamer *Anglia*.

STEAMER *ANGLIA*,
Bull's Bay, October 27, 1862.

SIR: I have the honor to report that in obedience to your order I left the *Flag* in command of four boats in pursuit of a steamer which had run the blockade at Bull's Bay, Lieutenant Commanding Conroy, of the *Restless*, and Master's Mate Russell, in charge of first cutter; William H. Latham, acting master, in charge of second cutter; Thomas Chisholm, acting master, and Master's Mate Wells in charge of third cutter; J. S. Johnson, ensign, Second Assistant Engineer Harris, and myself in the fourth cutter.

Upon getting into the bay we discovered a vessel on shore near Jacks Creek. On boarding she proved to be the steamer *Anglia*, of Liverpool, eight days from Nassau, the captain and crew there with her, with the exception of one boat with six men and pilot, which left for Charleston the evening previous, and one boat which had communicated with a rebel encampment and which returned before we came out.

Got up steam and out kedge, hauled her off, and proceeded out to the *Flag*, arriving at 6:30 p. m. The crew of the prize, including the captain, engineers, and officers, rendering every assistance.

Captain Conroy, commanding bark *Restless*, piloted our boats in and the steamer out, rendering every assistance in his power.

Very respectfully, your obedient servant,

CHAS. C. CARPENTER,
Lieutenant-Commander and Executive Officer, U. S. S. Flag

Commander J. H. STRONG,
Commanding U. S. S. Flag.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag, acknowledging receipt of his report.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 10, 1862.

SIR: I take pleasure in acknowledging the receipt of your report of the capture of the steamer *Anglia*.

She proceeded to New York on the 1st instant under charge of Lieutenant-Commander Carpenter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. H. STRONG,
U. S. S. Flag, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Cavendy, U. S. Navy, to proceed with the U. S. bark Gembok to Turtle Harbor, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 24, 1862.

SIR: Turtle Harbor, near Carysfort Reef, on the east coast of Florida, having been selected by the Government as a coal depot for the flying squadron under Acting Rear-Admiral C. Wilkes, you will, on the arrival of your relief, the *Midnight*, proceed at once with the *Gembok* under your command to that harbor and give all protection in your power to the coal vessels there.

You will report by letter on the first opportunity to Acting Rear-Admiral Wilkes, or in person to any officer senior to yourself who may be in Turtle Harbor, stating at the same time that you have been ordered there in accordance with directions from the Navy Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant E. CAVENDY,
U. S. Bark Gembok.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Kirby, U. S. Navy, commanding U. S. bark Midnight.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 24, 1862.

SIR: You will please proceed with the *Midnight* under your command to St. Andrew's Sound and relieve the *Gembok* in the blockade of that place. Your previous orders to St. Helena Sound are hereby revoked.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master NICHOLAS KIRBY,
U. S. Bark Midnight.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Wissahickon.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 24, 1862.

SIR: You will please proceed with the *Wissahickon* under your command to Ossabaw Sound and relieve the *Florida* in the blockade of that place.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
U. S. S. *Wissahickon*.

Letter from Captain Dahlgren, U. S. Navy, to the Secretary of the Navy, accepting command of a single vessel.

BUREAU OF ORDNANCE, October 25, 1862.

SIR: Permit me to assure you that I have not the most remote idea of imputing to you an intention to inflict any humiliation on me, and I regret that the terms used by me should have been susceptible of such construction. Nor did I think of seeking to command the forces that were to enter Charleston Harbor, unless perfectly agreeable to Admiral Du Pont. My application was deferred so as to have it convenient for you to consult him on his return north and you may remember that I suggested the enquiry of him. I beg leave to explain myself, though briefly, upon another topic of my letter.

The Senate has virtually decided not to recognize by vote any service, even in action, performed by commanders of single vessels of the force engaged.

Upon such a vote, however, depends by law the extension of the term of service on the active list, and as a consequence this is only accessible to the flag-officers of the force.

As an officer junior to myself had received this opportunity, with the flag of a rear-admiral, I only desired a like privilege, which could not be conferred by the command of a single vessel, and ventured to suggest reasons therefor which might be of public interest.

It is perfectly correct, as observed by the Department, that its offer to me of the command of one of the vessels that is to enter Charleston Harbor is not an order, and therefore not mandatory, but it is so in effect, because, as before stated, it would not become an officer to decline a tender of active service under the circumstances even if other vessels of similar class on the same service are commanded by officers whose grades are one or perhaps two below mine.

Wherefore I feel constrained to accept the command of that single vessel whatever the personal sacrifice may be.

It is entirely unnecessary for me to say that my services are always subject to any disposition which may please the Department.

In conclusion, I hope you will accept my thanks for the kindness with which you have been pleased to express yourself, and for which I am gratefully sensible.

I have the honor to be, most respectfully, your obedient servant,
JNO. A. DAHLGREN.

Hon. GIDEON WELLES,
Secretary of the Navy.

Confidential report of Rear-Admiral Du Pont, U. S. Navy, transmitting report regarding the construction of ironclads at Charleston, S. C., and Savannah, Ga.

Confidential.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., October 25, 1862.

SIR: I enclose copy of a communication of the 21st instant from Lieutenant-Commander Scott, of the *Sebago*, giving information derived from a deserter from Savannah.

Whatever inaccuracies there may be in the details of such statements, there is a general concurrence as to certain points which should be noted, viz, that three ironclads with rams are building at Savannah and two at Charleston; 2d, the *Fingal*, all agree, has a very powerful engine. When she is completed it is the intention to take up the *Nashville* and clad her.

This man reports he overheard a conversation between General Mercer and Commodore Tattnall, in which the former said "They are moving in Virginia; we ought to be doing something here." "Yes," replied Tattnall, "We ought; but I am not going to sea in this vessel alone. I must be joined by the Charleston vessels."

The idea seems to be to open the Savannah River, then come to Port Royal, and thence off Charleston and raise the blockade, etc.

Since the above was written, two contrabands have come in, one a stevedore, who works on the wharves; both more intelligent than the white man. They state the *Fingal* to be ready; think she will draw a great deal of water, however (16 feet), her roof nearly down to the water's edge; two others are building; a third was commenced, but the work was stopped for some reason.

They confirm the report that the *Nashville* is laid up, having been entirely unloaded of her cotton, and is moored at the railroad bridge, 15 miles from Savannah. Large quantities of cotton are collecting in Savannah, all baled for storage. Four thousand contrabands are at work round Savannah; all would leave and come to the coast if they dared.

I submit that the *Ironsides* and *Passaic* should be dispatched at an early day.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. G. WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. GUNBOAT SEBAGO,

Wassaw Sound, Georgia, October 21, 1862.

ADMIRAL: I have the honor to report that about 8:30 this morning a white flag was discovered on Little Cedar Island; upon communicating with which I found had been raised by two white men who had been pressed into and deserted from the rebel army at Savannah. They are natives of the State, and started from the city at 1 a. m. Saturday last.

One of them, Mr. Johns, has been working upon the *Fingal*, and makes the following statements regarding her: She has a battery on

board of eight heavy rifle guns, six broadside and two fore and aft; planking outside not completed; framework of covered roof erected, but the plating not yet arrived from Atlanta. The ram is 5 feet broad at the base and to extend 18 feet from the stem of the vessel, tapering off to a point on which will be placed two solid steel spikes, 12 inches wide and 10 inches long, strongly braced with iron. The ram and spikes are ready, but not yet in position. Four smokestacks, two extra donkey pumps, have been placed on board, making three in all; a boiler 40 feet long has been built for the purpose of heating water to be thrown through a metal hose with leather joints. He reports the *Georgia*, or *Ladies' Ram*, as a failure.

A gunboat is building to be called the *Ladies' Gunboat*; 198 feet long, with a draft of 14 feet; covered with steel plates 6 inches thick; with a roof and ram similar to the *Finga's* and to mount six guns.

Mr. Krenson has just commenced a 44-gun frigate to cost \$600,000, to be 260 feet long, with a draft of 21 feet; plated with 6 inches of iron, covered with 4 inches of steel. She will be a bark-rigged propeller with a rudder at both ends. He is about completing a wooden gunboat, 150 feet long, to mount four guns; propeller, with machinery on board.

Mr. Willing has a gunboat similar to the above ready for launching.

Mr. Johns reports only about 6,000 troops in and around the city. He says the only force stationed at Fort Jackson and the surrounding batteries is a picket of 30 men, who are relieved daily.

I will forward the refugees to Port Royal by the first conveyance.

Very respectfully, your obedient servant,

R. W. SCOTT,

Lieut. Commander, U. S. Navy, Comdg. U. S. Gunboat Sebago.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Baker, U. S. Navy, commanding U. S. schooner America, to proceed to New York.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., October 26, 1862.

SIR: You will proceed with the yacht *America* under your command to New York, reporting your arrival to Rear-Admiral Paulding, commandant of the yard, and through him to the Secretary of the Navy.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral,

Acting Master J. BAKER,
U. S. Schooner America.

Report of Captain Godon, U. S. Navy, commanding U. S. S. Powhatan, of his arrival off Charleston, S. C., and regarding the stations of certain vessels on the blockade.

U. S. S. POWHATAN,
Off Charleston, October 26, 1862.

MY DEAR ADMIRAL: I arrived here in proper time yesterday; the *Seneca* and *Memphis*, although starting two hours before us, got here after the *Keystone State*.

This morning I moved the *Quaker City* much nearer in, as also this ship, and I have placed the *Seneca* where the *Blunt* was, making the *Blunt* more of a picket by putting her along the reef three-fourths of a mile more to the northward and eastward. The *Memphis* will run at night between Bull's Bay and the outside point of the Rattlesnake Shoal. It seems to me that no vessel attempting to come in that way could do it without making the land to the north and then following down the shoals along the land. A vessel there underway can give warning to those inshore by firing and prevent the blockade breaker from getting almost upon the vessels without being seen. The vessel that ran on shore is now lying on her beam ends, with her masts almost along the water. I ran in with this ship at low water to quarter less 4 fathoms and could see her in that condition, bottom pretty well up; at high tide she is well covered, and the sand being quick, she will sink too far for anything to be got out of her. Steamers were not even at work near her. Green seems to think that but little could have been got from her and nothing can be obtained now. I shall hold on to the *Flambeau* until the moon increases as she is very necessary here.

* * * * *

This ship will have to return about the same time to fill up, but I will not move until the moon is large. The *Flambeau* must have struck the beached steamer, otherwise I can not see why she should have sunk where she now is. I shall attend to the matter of the *Restless* (getting the Charleston paper) to-morrow. I noticed when I stood in to-day something like a thousand troops marching from Fort Moultrie down toward the lower batteries. As it was near sundown, it may have been the reliefs; we could see them quite distinctly.

The tide is about half an hour of being full and we are keeping an awfully sharp lookout about this time. We don't sleep much here you know, except at low water.

* * * * *

Yours, truly,
Rear-Admiral S. F. DU PONT,
Port Royal, S. C. GODON.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., October 27, 1862.

SIR: I have the honor to report to the Department the following positions of the vessels of the South Atlantic Blockading Squadron:

At Georgetown, steamer *Norwich*.

In Bull's Bay, bark *Restless*.

Off Charleston, steamers *Powhatan*, *Canandaigua*, *Housatonic*, *Mercedita*, *South Carolina*, *Bienville*, *Flag*, *Flambeau*, *Seneca*, *Memphis*, *Quaker City*, and *Keystone State* and schooner *G. W. Blunt*.

In Stono, steamer *Isaac Smith*.

At North Edisto, steamer *Unadilla*.

In St. Helena Sound, ship *Shepherd Knapp*.

In Wassaw, steamers *Conemaugh* and *Parnee*.

In Ossabaw, steamers *Wissahickon* and *Dawn* and bark *Fernandina*.

In St. Simon's and guarding also St. Catherine's, Sapelo, and Doboy, steamers *Paul Jones*, *Wamsutta*, *Madgie*, *Potomska*, *Western World*, and bark *Braziliera*.

In St. Andrew's, bark *Midnight* (relieving the bark *Gemsbok*, sent to Turtle Bay [Harbor]).

At Fernandina, steamer *Mohawk*.

In St. John's River, steamers *Cimarron* and *E. B. Hale*.

Guard ship at Port Royal, *Vandalia*.

In Port Royal, *Wabash* and *Vermont*, and the following vessels undergoing repairs, viz, steamers *Marblehead*, *Water Witch*, *Sebago*, *Florida*, *Uncas*, and *Patroon*; schooner *Hope*, dispatch vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, Commanding U. S. S. Paul Jones, to assume command of the blockade of St. Simon's Sound, Georgia.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., October 28, 1862.

SIR: You will please proceed with the *Paul Jones* under your command to St. Simon's and take charge of the blockade of that station and the contiguous waters.

General Saxton is desirous of sending the *Darlington* up the Altamaha for supplies of rice for the contrabands. Please give her such protection as may be desirable which will not interfere with your blockading duties.

All friendly contrabands asking protection you will receive and ration, if need be, until sent for by General Saxton.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commander C. STEEDMAN,

U. S. S. Paul Jones, Port Royal.

P. S.—I learn the condition of the *Western World* requires her to return at once to Port Royal. You will therefore dispatch her to this port, and whatever excess of stores she may have you will distribute to the other vessels.

Lieutenant-Commander Semmes had better take passage in her to this place.

S. F. DU P.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the order of the Department to Acting Volunteer Lieutenant Cavendy, commanding U. S. bark Gemsbok.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., October 29, 1862.

SIR: By the mail this morning I had the honor to receive the orders*

* See Series I, volume 1, p. 515.

sent by the Department to Acting Volunteer Lieutenant Cavendy, of the *Gemsbok*.

On the 24th instant, in consequence of verbal orders, which I had received in Washington, I dispatched the bark *Midnight* to St. Andrew's to relieve the *Gemsbok*, and ordered the latter vessel to Turtle Bay [Harbor] for the purpose of protecting the coal ships, directing Acting Volunteer Lieutenant Cavendy to report to Acting Rear-Admiral Wilkes by letter.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commander Steedman, U. S. Navy, to Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomska, to proceed to Sapelo Sound, Georgia.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Georgia, October 29, 1862.

SIR: So soon as the tide serves you will proceed with the *Potomska* under your command to Sapelo Sound. Take the *Braziliera* in tow and tow her to St. Catherine's, anchoring her in the most suitable place for a sailing vessel to blockade.

Having accomplished this, you will blockade Sapelo Sound.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Acting Volunteer Lieutenant WILLIAM BUDD,

Commanding U. S. Gunboat Potomska.

Letter from Captain Rodgers, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, offering suggestions in regard to attacks upon forts by mailed vessels.

U. S. S. GALENA,
Off Newport News, October 29, 1862.

DEAR ADMIRAL: I have some diffidence in offering thoughts in regard to attacks upon forts by mailed vessels. I presume that generally, however, officers charged with such great responsibilities as yourself are not unwilling to receive suggestions in order to combine such as may seem good with your own ideas, leaving it to your greater experience and better judgment to modify or reject what I offer.

I start with two propositions, first, that Fort Sumter has the most formidable artillery that the Confederacy can either make or procure; next, that you will seek to conquer while receiving the least damage; to run no risk not necessary to success; to avoid every chance of injury so far as this avoidance comports with the ends desired.

If we can find a distance at which our projectiles will breach a fort while the fire of the fort will be harmless against our ironclads, we shall have solved a very necessary problem. If, upon studying a

chart, we find that a harbor admits of taking a position destructive to the enemy and secure to our vessels, then, humanly speaking, it only remains to make the attack to insure victory.

Experiments at iron targets representing the resistance of ships throw valuable light. Unhappily we are without the information which our experiments would give, if we have made any. The English trials, however, come into play.

At Shoeburyness the English Government has tried the heaviest artillery which the manufacturers felt inclined to offer against a section of the *Warrior's* side—like that of the *Gloire* and our own *Iron-sides*, $4\frac{1}{2}$ inches of iron plate, backed with wood.

Sir William Armstrong's gun failed to pierce this target at 600 yards, but the Whitworth gun, at 600 yards, "was found successful not only with shot, but even with shell."

The only account which I have seen of the recent experiments at Shoeburyness is a very incomplete one from the *Liverpool Times*. The *Liverpool Times* quotes the *London Times* upon the same subject to the following effect: "No gun has yet been produced which could pierce the sides of a frigate like the *Warrior* at 3,000 yards, or even half that distance." I learn from the article that a gun can pierce $4\frac{1}{2}$ inches of iron heavily backed with wood at 600 yards' distance both with shot and with shell; but that at 1,500 yards it is impenetrable.

I think that it will be safe to assume that at 1,200 or 1,300 yards our ironclads will be secure; but at a distance somewhat greater than this Beauregard breached the walls of Fort Sumter. The range of 5-second fuzes is about 1,350 yards.

In a line drawn from Fort Sumter about N. N. W., at the distance of 1,200 or 1,300 yards, is a point in the middle of the harbor, about 2,200 yards from Fort Moultrie and the same distance from Fort Johnson.

Describe the arc of a circle, say 1,250 yards, from Fort Sumter as a center, let one end of the arc be a mile, or 1,760 yards, from Fort Moultrie, and the other end the same distance from Fort Johnson. This arc, so bounded, will be half a mile in extent, on it the ships may lie so far apart that a shot aimed at one can hit no other vessel. This meets the problem on the first page.

Lastly, it will be preferable to take too great a distance at first and then close in, rather than fall into the opposite error of going too near at first and then withdrawing.

The exact distance which you may decide to take can easily be picked up by the ships by measuring with a sextant the angle subtended either by the height of the fort or its sides upon a given bearing.

Any officer from the Naval Academy will calculate the necessary angle.

I should be inclined to anchor—better aim, less danger from torpedoes.

All theoretical rules insist upon the concentration of force. In actual warfare this is rarely possible, except to such genius as that of Napoleon. In Charleston it becomes so easy that it would be a pity to neglect it.

When the ironclads come out overwhelm them with your whole force; then take the forts successively in quiet.

I have amused myself in attempting to place the mortar boats in Charleston Harbor. I was embarrassed to find a position for them.

Do the creeks from Stono offer one?

Any vessels you may have to push up the Cooper and Ashley should have good protection from sharpshooters, especially for the pilot and helmsman. This I have learned in James River.

Of course I do not expect you, admiral, ~~to~~ do more than receive this as the honest conviction of one who has a deep interest in your success; and who confides in your own straightforward purposes to accept it as an humble offering, to be put in the crucible of your judgment and come out for what it is worth.

The problem of distance is original with me, though other people have, no doubt, discussed the same question. It is of such high importance that had I to solve it I should call in more knowledge than I profess to have.

Captain Dahlgren was on board to-day. I mentioned the subject to him and told him that he was better able to decide the question involved than anyone I knew.

Very respectfully and affectionately,

JOHN RODGERS.

Admiral DU PONT.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commodore Bailey, U. S. Navy, regarding the defenses of Charleston, S. C.

WABASH,

Port Royal, S. C., October 30, 1862.

MY DEAR BAILEY: * * * I hope under Providence that I may continue to meet the expectations of my naval friends. I feel that very heavy work is before me, for there seems a morbid appetite in the land to have Charleston. It is natural it should be so for two reasons—it is the cradle of this wicked rebellion; secondly, our armies have been a dead failure, and but for the Navy the nation would now be in sackcloth and ashes, perhaps suing for peace; certainly foreign intervention would have been upon us. If a single tithe of that Poto-mac army had been sent to this region after the capture of the forts here, Savannah and Charleston would have fallen with scarcely any loss of life under a joint operation. The difficulties to be overcome now have increased a thousandfold since then. English people who have been into Charleston call it a Sebastopol, and smile at the idea of its being taken. The Department thinks it can be done with a few monitors, and talks of four; Ingraham has two inside, so that two more are expected to take nine forts. You are aware there is “no running by;” the harbor is a bog, or *cul de sac*, to say nothing of obstructions, which ironclads are much less serviceable in removing, as you know, than wooden vessels with their boats and appliances. I hope and believe we can do the job as well as most people. I shall certainly try. All this between ourselves.

* * * * *

Most truly, your friend,

S. F. DU PONT.

Commodore BAILEY, U. S. Navy,
Sackett's Harbor, New York.

Order of the Secretary of the Navy to the commandant navy yard, Boston, regarding the U. S. S. Huron.

NAVY DEPARTMENT, October 30, 1862.

SIR: Send the U. S. S. *Boat Huron* in charge of her executive officer to Port Royal, with orders to report to Rear-Admiral Du Pont.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore JNO. B. MONTGOMERY,
Commandant Navy Yard, Boston.

General order of Rear-Admiral Du Pont, U. S. Navy, regarding colors to be worn by prizes.

GENERAL ORDERS, { U. S. FLAGSHIP WABASH,
No. 19. } *Port Royal Harbor, S. C., October 30, 1862.*

When foreign vessels attempting to run in or out of a blockaded port are captured, the flag of the country to which they belong must be worn until their cases are adjudicated.

The American flag will be carried at the fore to indicate that they are, for the time, under charge of United States officers.

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, to proceed to Wassaw Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 30, 1862.

SIR: You will please proceed with the *Conemaugh* under your command to Wassaw and relieve the *Pawnee* in the blockade of that sound.

The *Pawnee* on being relieved will repair at once to this anchorage.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. Conemaugh.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, regarding measures for the capture of two schooners loading at Nassau, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., October 30, 1862.

SIR: I learn from Fernandina that two schooners are loading with cotton and turpentine at Nassau (Florida). At high water there is from 9½ to 10 feet water, but not more. There was a battery there which was abandoned when we captured Fernandina. If vessels are loading they may have put up some work to protect them.

Will you please send the *Hale* to examine into this, feeling her way, and capture the schooners?

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. WOODHULL,
U. S. S. Cimarron, St. John's.

Order of Commander Steedman, U. S. Navy, to Acting Master Meriam, U. S. Navy, commanding U. S. S. Madgie, to proceed to Doboy Sound, Georgia.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Georgia, October 30, 1862.

SIR: So soon as you are ready for service you will proceed with the *Madgie* under your command to Doboy and relieve the *Western World*. You will say to the commanding officer of the *Western World* that I wish him to join me here with all dispatch.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Master FRANK B. MERIAM,
Commanding U. S. S. Madgie.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of a reconnoissance in Folly River, South Carolina, October 30, 1862.

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 11, 1862.

SIR: I have the honor to forward to the Department a copy of the latest communication received from Acting Lieutenant Conover, of the *Isaac Smith*, who is on blockading duty in the Stono.

The Department will perceive that the rebels are constantly strengthening and enlarging their defenses on James Island.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. ISAAC SMITH,
Stono Inlet, October 31, 1862.

SIR: I respectfully report that while up the Folly River, near the mouth of what is called Light-House Creek, on Friday, October 30, I saw very distinctly from the masthead the rebel camps around Secessionville and their line of fortifications stretching over toward the Stono River. They are being constantly strengthened, I judge, from the number of men seen working upon them, particularly that part which commands Light-House Creek. The embankments there seemed very heavy

and of fresh earth. It was thought by some of the officers and by the signal quartermaster, who was at the masthead, that there were at least 500 tents in the encampment. My estimate, or rather guess, did not go beyond 300. The fact of the encampment is, of course, known to you, sir, but I thought it proper to report the line of strong and apparently new works which are being raised up around it.

Very respectfully, your obedient servant,

F. S. CONOVER,

Acting Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. bark Restless, Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding, regarding the seizure of the Confederate sloop Susan McPherson.

October 31, 1862.—At 3:30 p. m. saw a sloop; sent an armed boat in to intercept her. At 7:15 boat returned with sloop, which proved to be the *Susan McPherson*, of Charleston, in charge of a free negro. No cargo.

November 28.—At 8:45 a. m. Acting Volunteer Lieutenant Conroy turned over the command of this ship to Acting Master W. R. Browne, and left the vessel.

Order of the Secretary of the Navy to Captain Dahlgren, U. S. Navy, for the continuance of his services as Chief of the Bureau of Ordnance.

NAVY DEPARTMENT, November 1, 1862.

SIR: Your communication of the 25th ultimo was received. I am gratified that the misunderstanding in regard to the effect of the permit given you to take one of the ironclads into Charleston is removed. As the whole object and intention were to gratify you, at some inconvenience to the Department and the service, and as it is not so received and considered by yourself, but is accepted under constraint and personal sacrifice, I deem it for the true interest of the country that you should not leave, even temporarily, the important bureau and ordnance duties confided to you and which require your constant and undivided attention. I therefore revoke the tender that was made you of an armed vessel in the Charleston expedition.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of Navy.

Captain JOHN A. DAHLGREN,

Chief of Bureau of Ordnance.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the military governor of South Carolina regarding destitute contrabands.

FLAGSHIP WABASH,

Port Royal Harbor, S. C. November 2, 1862.

GENERAL: I received this morning a dispatch from the senior officer at Georgetown, in which he informs me that he has 250 contrabands under his charge, very destitute of clothing; others coming in every day.

I regret I can not offer you any assistance in the way of transportation. I have directed Commander Duncan to supply such with clothing as are absolutely suffering for want of it.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General SAXTON,
Military Governor South Carolina.

Abstract log of the U. S. S. Wissahickon, Lieutenant-Commander Davis, U. S. Navy, commanding.

November 2, 1862.—From 12 to 4, Great Ogeechee River: At 12 discovered a boat up the river pulling downstream. Sent an armed boat to meet her, the strange boat having five men in her. When she turned and pulled rapidly upstream, fired the 20-pounder rifle to bring her to. The boat continued on; got underway and steamed up the river; fired another shot but failed to bring her to. She succeeded in getting under guns of Genesis battery; recalled the boat when about 2 miles off the battery. Let go the port anchor to bring the ship to, when we fired another shot which exploded directly over the battery. They fired five shots in return, but they fell short of us. At 1:40 got underway and steamed down to our anchorage.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Maxwell, U. S. Navy, commanding U. S. S. Pawnee, to proceed to Philadelphia for repairs of vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 3, 1862.

SIR: As soon as you are ready you will please proceed with the *Pawnee* under you command to Philadelphia, and on your arrival there you will report yourself to the commandant of the yard and through him to the Secretary of the Navy.

The *Pawnee* has been a long time out, and I now send her north that the vessel may undergo repairs and the officers and crew take some relaxation.

I take this occasion to express my satisfaction at the manner in which you have commanded the *Pawnee* since Captain Drayton left her.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. G. MAXWELL,
U. S. S. Pawnee.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding general matters in the vicinity of St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November 3, 1862.

ADMIRAL: I have the honor to report that up to this time everything remains quiet so far as it is possible for us to ascertain. I have maintained a constant reconnoissance of the river as far up as Jacksonville.

The inhabitants of that town seem to be regaining their confidence, and it is observable that a goodly number of absentees have returned.

The guerrillas are still in numbers on each side of the river. I have given it out that should any of these parties fire on any of our steamers or boats, I would retaliate and burn everything in the neighborhood of the locality.

We have the nucleus of a white colony at Pilot Town, consisting of 5 men, 3 women, and some half dozen children, and a number of blacks, fugitives escaping from the despotism of the rebel leaders in these parts. The new conscript law of the Confederates is bearing very hard on the people along the border of the river. I think if we could promise protection, we would soon have an exodus of them, escaping its rigor.

It is also said that the reported intention of removing the Florida troops to another district and substituting Georgia or Alabama troops for them is very unpopular, and it is believed that a large desertion is likely to occur in consequence among the Floridians. I have acted on this matter through my own judgment. I should be pleased to know your views, and also your orders regarding the future of the little colony. They are destitute of almost everything and express the wish to go to one of the Western States to settle after the winter is over. They are all Southern born, and consequently dread the winter of the North.

It is reported to me through several sources that there is now in operation at Indian River an extensive salt works; it is represented that a large working force is now employed daily in the manufacture of that necessary article. They have some 100 pans and boilers. I send you this information, as I deem it of importance that you should know it.

The engines of the *Cimarron* are daily becoming less trustworthy, and the critical condition of the frame is more manifest. I really think she should have the proper repairs made without further delay, also the long-continued firing of her heavy guns in her late operations against St. John's Bluff has increased her inherent weakness of hull. She requires and ought to be strengthened thoroughly and her rudder enlarged or altered to make her an effective vessel.

We have only about twenty days' provisions and about ten days' coal, with only about fifty rounds of ammunition for our heavy guns. Will you be pleased to give some order as regards our renewal of these necessities.

If we had a small steamer in addition to the *Hale* and this vessel, we could do a good many things that we are now debarred from the execution of.

The officers and crews of the vessel upon this part of the blockade are in good health.

I have the honor to be, very respectfully, your obedient servant,
M. WOODHULL,
Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Cmdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago to assume command at Georgetown, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 4, 1862.

SIR: You will please proceed with the *Sebago* under your command to Georgetown, S. C., and relieve the *Norwich*, Commander Duncan, in charge of those waters.

Commander Duncan reports the rebels as getting some guns in position a few miles up. I have directed him on your arrival to feel the work and destroy it, if the two vessels can do so without unnecessary hazard.

Commander Duncan will give you every information with regard to those waters which his experience well enables him to give.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. *Sebago*.

Report of Rear-Admiral Du Pont, U. S. Navy, of the capture of the Confederate pilot boat Wave by the U. S. S. E. B. Hale, November 4, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 14, 1862.

SIR: I have the honor to inform the Department that the U. S. S. *E. B. Hale* on the 4th instant, in Nassau River, captured the schooner *Wave*, loaded with turpentine and cotton. No one was found on board; no papers.

I have transshipped her cargo (the *Wave* being too small to send north) to the schooner *Governor Burton*, bound to Philadelphia.

May I request the Department to direct the navy agent at Philadelphia to pay the freight on the same in accordance with the terms of the enclosed bill of lading? Enclosed is a muster roll of the officers and crew of the *E. B. Hale*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, of the capture of the Confederate pilot boat Wave, November 4, 1862, and regarding affairs in St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November 7, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 30th instant [ultimo], and also to inform you that I had arranged to carry out the plan you proposed ere it came to hand.

On the morning of the 4th I dispatched the *Hale* to Nassau River to capture and bring away the two vessels said to be in that locality. I now have the pleasure to inform you of the perfect success of the enterprise. One vessel, the pilot boat *Wave*, was found fully loaded and ready for sea. She was brought off safely. Her cargo consists of cotton and turpentine. The *Wave* is an old acquaintance. She was formerly known as the *Friends*, of Fernandina. This vessel was found in Lofton Creek; she had been fired, but not damaged. Those having her in charge escaped too suddenly to make good their efforts toward her destruction.

At Holmes' Mills was found a schooner of about 50 tons; she was an old vessel, uncoppered, without lading, and appeared to have been out of service for some time and laid up. Under the circumstances she was burned. It is also reported to me that at Holmes' Mills is accumulated an immense quantity of fine, newly manufactured lumber, amounting to nearly a million feet. Ought it not to be removed? Vessels, loaded, drawing $11\frac{1}{2}$ feet, can pass the bar of Nassau River. Five good, low-draft, empty coal vessels could accomplish this, and the whole business (if a few hands extra were sent on board these vessels to aid the loading) could be accomplished without risk or loss of life in a couple or three days. These mills are upon a small island, easily defended. Most of this lumber is suitable for decks, just the material most wanted and most difficult to be obtained at our navy yards at the North.

I send the *Wave* to Port Royal subject to your orders, deeming her too small a vessel to risk at this season of the year a voyage to New York or Philadelphia. The schooner appears to be a stout little affair and would make a capital dispatch boat.

Captain Snell informs me that twenty-two contrabands took advantage of the presence of the *Hale* by accompanying her down the river; they, in boats, proceeded by the inland passages to Fernandina. He also says there were no signs of an enemy at any point of the river to be seen, nor could he discover that this river had been used by the blockade runners for the past three or four months.

Enclosed I send you the crew list of the *Hale*, containing the names of all connected with the capture of the rebel schooner *Wave*.

All of which I have the honor to submit for your consideration.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Expedition for the interception of Confederate mail between Charleston and Georgetown, S. C., November 4, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 11, 1862.

SIR: I have the honor to report to the Department the capture of the postman with two mail bags on the route between Charleston and

the Santee, through the energy and enterprise of Acting Volunteer Lieutenant E. Conroy, of the U. S. bark *Restless*. Lieutenant Conroy having received information as to the time when the carrier of the mails would pass, and considering that valuable documents might be intercepted, sent Acting Master's Mate James J. Russell with two contrabands on shore in a small boat. Enclosed is a copy of the report of that officer of the circumstances of the capture in which he seems to have displayed discretion as well as determination, and being well recommended in other respects, I have made him an acting ensign, subject to the approval of the Department.

The mail bags contained a number of letters and a few papers; of the former few were of any interest, and none conveying information of particular value to us. I have enclosed them all to the Department in two separate envelopes, one containing the only letters which I consider of interest.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. bark *Restless*, transmitting additional report.

ON BOARD THE U. S. BARK *RESTLESS*,

Bull's Bay, November 5, 1862.

SIR: I have the honor of reporting the capture of the postman with the Charleston mails for Santee, etc. Having had reliable information with regard to the time the postman passed, and feeling sure we might get late Charleston papers and other news of interest to you and our Government, I sent in Acting Master's Mate James J. Russell yesterday afternoon. The boat returned this morning at 9:30 a. m., having been entirely successful.

The *Flag* being in sight, I forwarded the two mail bags and Milligan, the postman.

Acting Master's Mate James J. Russell has carried out my instructions to the letter on this expedition, and deserves your approval. Enclosed please receive his report to me.

I am, most respectfully, your obedient servant,

EDW. CONROY,

*Acting Volunteer Lieutenant, Comdg. U. S. Bark *Restless*.*

Rear-Admiral SAMUEL F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Acting Master's Mate Russell, U. S. Navy, commanding expedition.

U. S. BARK *RESTLESS*,

Bull's Bay, South Carolina, November 5, 1862.

SIR: I have the honor to report to you that in accordance with your orders I proceeded from Bull's Island, in a small boat, with two contrabands, armed, at 2 p. m. of the 4th, to proceed to Jewey's [Sewee's]

Landing, Palmetto Point, South Carolina, for the purpose of intercepting the mail between Charleston and Georgetown. I arrived at the point about 5:30 p. m., and proceeded to the main road, about 5 miles distant, and learned from a contraband whom I met on the road, and who was acquainted with the two contrabands with me, that the mail was expected that night. I secreted myself and party in the woods, close by the road, to await its coming. At 10:30 p. m. the carrier came along in a sulky. I immediately commanded him to halt. He asked by what authority. I replied, by the authority of the United States Government. He at once dismounted and told me he was glad, for he had long wished for an opportunity to leave that place. After searching and finding him unarmed, I proceeded to search his sulky and found two mail bags, which I took possession of. I then made the horse fast in the woods and proceeded, with the mail carrier and the three contrabands, to return to the boat. When within about 30 yards of the landing place I observed four horses tied to the landing. After cautiously looking around I discovered four soldiers (pickets) on the lookout. I then concealed myself and party close at hand, where I could watch their movements.

About daylight they left, when I immediately proceeded to my boat and returned to the ship, arriving at 9:30 this a. m.

The mail carrier (Milligan), though close at my side when I discovered the pickets, manifested no disposition to leave or give any alarm, but remained close by me. The contraband (Jack Graddock) having proved himself of great service to me, and expressing a great desire to get off to the fleet, I brought him off with me.

I am, very respectfully, your obedient servant,

JAS. J. RUSSELL,

Acting Master's Mate, U. S. Bark Restless.

EDWARD CONROY,

Acting Volunteer Lieutenant, Comdg. U. S. Bark Restless.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, regarding the services of Acting Master's Mate Russell.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 10, 1862.

SIR: I take great pleasure in acknowledging the receipt of your communications referring to the capture of the steamers *Scotia* and *Anglia*.

Both these vessels I sent to New York for adjudication. The engineers of the *Scotia* were paid for bringing the steamer to this port, but they subsequently refused to do duty in taking her to New York.

I must also acknowledge your communication of ———, giving a list of vessels taken and destroyed by the *Restless* under your command—a list which sufficiently evidences the activity and energy ever exhibited by you.

Your letter of the 5th instant, enclosing the report of Acting Master's Mate J. J. Russell, detailing the circumstances of the capture of the postman and the mail bags, has been duly received. This officer certainly deserves great credit for the manner in which he carried out your orders, and I have shown my appreciation of his zeal by appoint-

ing him an acting ensign from the 5th of November. The two contrabands who went with him are also, I think, deserving of an advanced rate.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant E. CONROY,
Commanding U. S. Bark Restless.

Order of Commander Woodhull, U. S. Navy, regarding traffic at Pilot Town, Fla.

U. S. S. CIMARRON,
St. John's River, Florida, November 4, 1862.

SIR: There has been expended from this ship since your arrival and others at Pilot Town some \$100 in small silver change, a sum deemed sufficient, with the U. S. Treasury notes, to transact all the business of traffic permitted to be transacted on board the gunboats now in or visiting this river. Now, I direct that in order that this little trade may not be interfered with that this small change shall be kept in circulation. The further hoarding of it will compel me to forbid all further trade. As this is considered an advantageous arrangement for all concerned, I hope you will intimate to the persons on shore the necessity of a full compliance with it, as trade can not be conducted without it.

Very respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Mr. GRACE,
Pilot Town, St. John's River, Florida.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding orders issued to certain United States vessels.

NAVY DEPARTMENT, November 5, 1862.

SIR: The steamers *Stettin* and *Huron* and the storeship *Courier* are under orders for your squadron. The *Ino* and *Onward*, formerly attached to it, have, for the present, been ordered on special duty, and the *Gem of the Sea* has been ordered to the East Gulf Squadron.

The *Cimarron* can be retained in the South Atlantic Squadron. The *Augusta* has also been sent on special service.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Captain Green, U. S. Navy, senior officer off Charleston, S. C., regarding Confederate operations on Sullivan's Island.

U. S. S. CANANDAIGUA,
Off Charleston, S. C., November 5, 1862.

SIR: I have respectfully to inform you that I have dispatched the *Mercedita* to Port Royal for supplies of coal, etc., and also that the *Quaker City* and this ship will have to follow her in a few days for the same purpose.

I have no intelligence of importance to communicate, excepting that the rebels are breaking ground on the seaward side of Sullivan's Island, about halfway between Fort Moultrie and Breach Inlet, apparently for the purpose of erecting fortifications to command the entrance and passage of Maffitt's Channel.

* * * * *

Very respectfully, your obedient servant,

J. F. GREEN,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Sartori, U. S. Navy, commanding U. S. S. Florida, of his arrival at New York Harbor.

U. S. S. FLORIDA,
New York Harbor, November 5, 1862.

SIR: I have the honor to report my arrival here five days from Port Royal, S. C., in obedience to orders from Rear-Admiral S. F. Du Pont, a copy of which I respectfully enclose.

I have reported to Rear-Admiral Hiram Paulding, commandant of the Brooklyn navy yard, and received his instructions relative to the disposition of the captured persons brought north in this ship.

I have the honor to remain, very respectfully, your obedient servant,

L. C. SARTORI,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 1, 1862.

SIR: The U. S. S. *Florida* needing repairs which can not be made at this place, you will proceed with her under your command to New York and report your arrival to Rear-Admiral H. Paulding, commanding the navy yard, and through him to the honorable Secretary of the Navy by letter.

You will furnish Rear-Admiral Paulding with a list of the persons on board the *Florida* captured in prize steamers and ask his directions concerning the disposition to be made of them.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Commander L. C. SARTORI,
U. S. S. Florida, Port Royal.

[Telegram.]

NAVY DEPARTMENT, *November 5, 1862.*

Let the *Huron* convoy the steamers *Merrimac* and *Mississippi* to Hampton Roads and Port Royal. See Governor Andrew. Answer.

GIDEON WELLES,
Secretary Navy.

Commodore MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

Letter from Brigadier-General Brannan, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding gun for battery on Skull Creek.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., November 5, 1862.

ADMIRAL: I learn that a 100-pounder Parrott gun has been left here by the gunboat *Pawnee* and is now on the *Vermont*. If you could spare it, with ammunition, I would place it in the casemated battery now constructing on Skull Creek.

I am, admiral, very respectfully, your obedient servant,

J. M. BRANNAN,
Brigadier-General, Commanding Department.

Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Acting Master Browne, U. S. Navy, to assume command of the U. S. bark Restless.

NAVY DEPARTMENT, *November 6, 1862.*

SIR: Proceed to New York without delay and report to Rear-Admiral Paulding for passage by the earliest public conveyance to Port Royal, S. C., and on your arrival report to Rear-Admiral Du Pont for the command of the U. S. bark *Restless*.

Respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Master W. R. BROWNE,
New London, Conn.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Brannan, U. S. Army, placing at his disposal gun requested.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 7, 1862.

GENERAL: In reply to your communication of the 5th instant, referring to the 100-pounder Parrott gun now on the *Vermont*, left here by the *Pawnee*, I take pleasure in saying that the gun, with ammunition, is at your service and will be delivered to you whenever you have an opportunity to send for it.

I am, general, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General J. M. BRANNAN,
Commanding Department of the South.

[Telegram.]

NAVY DEPARTMENT, *November 7, 1862.*

Order the *Huron* to convoy the *Merrimac* and *Mississippi* to New Berne, N. C.; thence proceed to Port Royal and report for duty.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston, Mass.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Ottawa.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 7, 1862.

SIR: You will please proceed off Charleston with the *Ottawa* under your command and report to Captain J. F. Green, senior officer present, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. D. WHITING,
U. S. S. Ottawa.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding affairs in the St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November [7], 1862.

ADMIRAL: I have the honor to inform you that everything is quiet in this region. I never allow a day to pass without a thorough reconnaissance of all the suspected points on the river, and, so far as it is possible to judge, I think there is no reason to apprehend for some time any serious movements that might disturb this satisfactory state of affairs.

The white colony I wrote you about some time since is gradually increasing since my last. We have had an addition of five white men and one woman, besides several blacks. Pilot Town has now a population of 35 souls. I feel assured from what I can gather from those who have gained this place of refuge that there are numbers of others that will join us so soon as circumstances will permit them to escape. I really believe if a "certainty of protection" was proclaimed we would soon have enough men to form a company. These people are generally destitute of almost everything, as they leave at night in small boats and are compelled necessarily to confine their belongings to the smallest amount and the abandonment of their other property. I furnish them a certain amount of food, to wit, to every six persons I allow four rations of salt, beef, pork, and molasses; no bread or other part of the ration. This, with the corn some of them brought with them and the fish they obtain, has been enough to keep these poor people in sufficient food. If these people are sent north we will have to clothe them. If the colony is broken up, we will lose the

advantage of this nucleus for them to rally around, who might otherwise be compelled to give their services to the rebels. I should be greatly obliged to be informed as to your views regarding the course to be pursued toward these unfortunate people.

I have information that in a certain locality a few miles above Jacksonville there is a large amount of cotton stored in bulk. It has been thus concealed for the last eighteen months. I have refrained from going near the place till I can have the aid of an additional small vessel to hold the bar and lower part of the river while we are engaged so far above the points necessary to be guarded. The enterprise will keep until you can conveniently give us the means to make the capture sure.

There are numerous salt works in operation along the coast south of this. Georgia, a part of Alabama, and this State depend principally on these works for the supply of this article. I understand that salt is so scarce that it now brings in this State as high a price as \$40 per sack, and by the slip I send you, cut from a fragment of the Savannah Daily Morning News of October 24 (found on shore at Holmes' Mills), you will see it was being sold at Atlanta at \$140 per sack. Nothing I can conceive of would strike a heavier blow at the Confederate forces than the total destruction of all salt works on the coast and in its neighborhood. To accomplish this, the smallest and lightest draft vessels must be used, as most of these salt works are on water courses having shallow and difficult bars.

All of which is submitted.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy.

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

[Slip cut from Savannah Daily News, October 24, 1862.]

Progress of Extortion.—The articles which have advanced so enormously in market are mostly still on hand, passing by sale in large quantities from speculator to speculator, each enticed by the scarcity, the panic, and the prospect of famine, to monopolize the supply, and to force the highest possible prices from consumers. Thus, salt began to ascend in the speculative scale at \$10 per sack, and thence has gone up, leaping \$10 or \$20 per month, as the public necessity varied, until it has reached the very modest figures of \$140 per sack in Atlanta, the center of speculation and the headquarters of those gentry upon whom the financial operation has been performed of plucking out their hearts to make room for deposits of gold within their iron-ribbed chests while the country is bleeding at every pore. Men equally heartless are to be found in other places—men who by trickery stimulate prices, just as the bulls and bears of Wall street deal in stocks—men who buy up certain goods, such as cotton yarn, and force it from \$2 to \$10 per bunch, osnaburgs from 20 to 75 cents per yard, boots and shoes four or five times the common price, flour from \$10 to \$40 per barrel, and so on through the list. These articles often change hands in bulk, without being open for retail. They perform the round of speculation, each step advancing on supposed consequences, such as the dim

prospect of opening the channels of trade in Tennessee and Kentucky, and the determination of European powers not to intervene for the South, so that any given production at home must be exhausted, and then \$100 for a side of bacon or for a sack of flour will complete the paradise of speculators. These blood leeches greatly desire such a result, whereas many of them will be caught with large stocks on hand, when the tumble will be overwhelming.

We think the crisis is near, and a just retribution will follow. No public sympathy need be expected in such an hour.—Milledgeville Recorder.

Joint operations in Sapelo River, November 7, 1862.

Abstract log of the U. S. S. *Potomaska*, Acting Volunteer Lieutenant Budd, commanding.

November 7, 1862.—9:55 a. m. stopped at a plantation on Sapelo River. At 10:40 anchored off King's plantation. From 12 to 4 p. m.: the captain with ten men, armed, went on board the *Darlington* and went up the river to a plantation. In passing a bluff they were fired upon by the rebel soldiers; returned the fire. At 2:20 steamer returned; got underway and proceeded down the river, shelling the woods as we went. At 2:05 got aground. Fired 36 shells from broad-side guns and 4 stands grape; fired 27 shells from Parrott. From 4 to 6 p. m.: At 4:50 floated steamer down the river; at 5 opened fire on the enemy's pickets at Setaliman's Bluff; the enemy in large numbers concealed in rifle pits. At 5:30 discovered the buildings on fire from our shell.

Report of Lieutenant-Colonel Beard, U. S. Army.

BEAUFORT, S. C., *November 10, 1862.*

GENERAL: I have the honor to report that, as directed by you, I have tried a portion of the First South Carolina Volunteers (negro regiment).

* * * * *

Friday, November 7, accompanied by the gunboat *Potomaska*, Lieutenant Budd, commanding, proceeded up Sapelo River. The gunboat could proceed no farther than King's. Lieutenant Budd came on board the *Darlington* and proceeded up the river with us to Fairhope. At Spaulding's we were attacked by 80 or 90 of the enemy, who were well posted on a bluff behind trees. At this point the channel runs within 50 yards of the bluff. We killed 2 of the enemy and had 1 colored man wounded. At Fairhope we destroyed the salt works, some tan vats, corn, and other things that might be of use to the enemy.

On return past Spaulding's we were again attacked by the enemy in greater force. We effected a landing and burned all the buildings on the place and captured some arms, etc. Five of the enemy were killed; we lost 3 wounded. We were greatly aided here by the *Potomaska*, which, from a bend below, shelled the woods. Under the guns of the *Potomaska* we landed at Colonel Brailsford's, drove in a company of pickets from his regiment, and destroyed all the property on the place, together with the most important buildings.

I am greatly indebted to Lieutenant Budd for the success of this day. The colored men fought with astonishing coolness and bravery. For alacrity in effecting landings, for determination, and for bush fighting I found them all I could desire—more than I had hoped. They behaved bravely, gloriously, and deserve all praise.

I started from St. Simon's with 62 colored fighting men and returned to Beaufort with 156 fighting men (all colored). As soon as we took a slave from his claimant we placed a musket in his hands and he began to fight for the freedom of others.

Besides these men we brought off 61 women and children. We destroyed nine large salt works, together with \$20,000 worth of horses, salt, corn, rice, etc., which we could not carry away.

I am, very respectfully, your obedient servant,

O. T. BEARD,

Lieut. Col. Forty-eighth New York Vols., Comdg. Expedition.

Brigadier-General RUFUS SAXTON,

Military Governor, Department of the South.

Letter from Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomaska, commending the bravery of colored troops.

U. S. S. POTOMASKA,

Sapelo River, Georgia, November 7, 1862.

SIR: It gives me pleasure to testify to the admirable conduct of the negro troops (First South Carolina Volunteers) under the command of Lieutenant-Colonel Beard, Forty-eighth New York Volunteers, during this day's operations. They behaved splendidly under the warm and galling fire we were exposed to in two skirmishes with the enemy. I did not see a man flinch, contrary to my expectations. One of them particularly came under my notice, who although badly wounded in the face, continued to load and fire in the coolest manner imaginable. Every one of them acted like veterans.

Very respectfully,

WILLIAM BUDD,

Acting Lieutenant, Commanding Potomaska.

Mr. FRENCH,

Chaplain, U. S. A.

Report of Lieutenant-Commander Davis, U. S. Navy, regarding the destruction, by the U. S. steamers Wissahickon and Dawn, of a Confederate schooner in Ogeechee River, Georgia, November 7, 1862.

U. S. GUNBOAT WISSAHICKON,

Ogeechee River, Georgia, November 8, 1862.

SIR: I have the honor to report that yesterday I went up the Little Ogeechee River with this vessel and the *Dawn* for the purpose of taking or destroying a schooner belonging to the enemy lying under Coffee Bluff. When within a mile and a half I had the satisfaction of seeing her on fire, and did not leave until there was no possibility for the enemy to return and extinguish the flames. I judge she was deeply loaded and waiting a chance to run the blockade. The same

vessel has been seen in these waters for some time past and the only one belonging to the enemy except a small tug which takes good care to keep out of the way. My own vessel getting aground, although in charge of the pilot (and it is due him to say he had never been so far up the river), I went on board the *Dawn* and with a boat ahead, sounding, opened fire on the schooner. The enemy showed very little disposition to defend her. The object of the expedition being successfully accomplished, we returned to our usual anchorage.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. Dawn, Acting Lieutenant Barnes, U. S. Navy, commanding.

November 7, 1862.—At 11:30 a. m. exchanged signals with the *Wissahickon*. Were ordered by Commander Davis to follow him up the Little Ogeechee River to assist in capturing a schooner lying below Coffee Bluff battery. At 1 *Wissahickon* ran aground; endeavored to get her off; not succeeding, abandoned the attempt until flooded tide. Captain Davis and pilot came on board and we proceeded up river. Commenced shelling the schooner, which had got underway and was trying to make her escape. The guns from the battery replied to our fire, their shot falling short. The schooner finding it impossible to escape ran ashore under the guns of the battery. When we were within 2½ miles of her ran aground and waited one hour and thirty minutes for tide, to cross the bar. When afloat proceeded on up river and continued shelling schooner. Battery ceased to reply to our fire. When within 1½ miles of the schooner discovered her to be on fire fore and aft. After lying by until she was nearly consumed, turned and steamed down river. From the appearance of the flames and heavy black smoke supposed the schooner to be loaded with naval stores. Commander Davis went on board the *Wissahickon*; we then got underway and steamed back to anchorage at mouth of Hell Gate.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of United States vessels at Port Royal, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 8, 1862.

SIR: I have the honor to report the arrival here of the gunboat *Ottawa* on the 6th instant and of the two mortar schooners *C. P. Williams* and *Norfolk Packet* on the 7th.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Ensign Wood, U. S. Navy, commanding U. S. schooner Norfolk Packet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 8, 1862.

SIR: You will please proceed with the mortar schooner *Norfolk Packet* under your command off Charleston and report to the senior officer present for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral

Acting Ensign G. W. WOOD,
Commanding U. S. Schooner *Norfolk Packet*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Freeman, U. S. Navy, commanding U. S. schooner C. P. Williams.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 8, 1862.

SIR: You will proceed with the mortar schooner *C. P. Williams* under your command, on Monday, the 10th instant, and in tow of the steamer *Water Witch*, Lieutenant-Commander Pendergrast, to Ossabaw Sound and report to Lieutenant-Commander Davis, of the *Wissahickon*, the senior officer present, for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master S. N. FREEMAN,
U. S. Schooner *C. P. Williams*.

Report of Commander Steedman, U. S. Navy, senior officer in St. Simon's Sound, Georgia, requesting the use of a vessel in place of the U. S. S. Wamsutta.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Georgia, November 8, 1862.

SIR: Owing to the breaking of the air pump of the *Wamsutta*, which disables her for active service, I have directed Acting Master Gray (commanding) to proceed to Port Royal.

Herewith I transmit the report of the survey made upon the engine by a board of officers.

The absence of this vessel will cause me no little inconvenience, as it will deprive me having any communication with the other gunboats at Sapelo, Doboy, etc.

I therefore respectfully request that some other vessel be ordered in her place. Should this be impracticable, I respectfully suggest that the captured steamer *Governor Milton* may be obtained from the Army and placed at my disposal. She will answer in every respect both as a dispatch and gunboat.

Nothing of any importance has transpired since my arrival in these waters.

The *Uncas* passed here this morning on her way south.

I have the honor to be, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Flagship Wabash

Expedition to St. Mary's, Ga., November 9, 1862.

Report of Lieutenant-Commander Hughes, U. S. Navy, commanding U. S. S. Mohawk.

U. S. S. MOHAWK,

Fernandina, Fla., November 11, 1862.

SIR: I have the honor to report that on the morning of the 9th instant I proceeded with this vessel on an expedition to the town of St. Mary's, preceded by the army transport *Neptune*, conveying Colonel Rich and two companies of the Ninth Maine Regiment. The *Neptune* was about one hour in advance, and as we were approaching the place we met her returning, having on board one of the soldiers dangerously wounded from a shot fired by a party of rebels, estimated to be 150 strong. He was brought on board this vessel for medical attendance. I proceeded up the river to the town, anchoring close by, and fired several shells into it, when, perceiving two women, I immediately ceased firing and sent a boat on shore under a flag of truce, offering them the protection of our flag and conveyance to Fernandina, which they refused. I then urged them to remove to a place of safety, and as they refused to do so I promised not to injure the house in which they resided. Not seeing any more rebels, and after consultation with Colonel Rich, I concluded to return to this place, but had just got underway when several musket shots were fired at us from different portions of the town. I again turned the vessel's head toward St. Mary's, and came to anchor before the town under a fire from musketry, when I opened our battery upon the place, being careful not to touch the house occupied by the women alluded to, firing shell and canister, which drove the rebels completely out of the town and set fire to several buildings. Upon our return down the river I sent a boat in charge of Acting Master George R. Durand and set fire to a large steam sawmill, completely destroying it.

Very respectfully, your obedient servant,

A. K. HUGHES,

Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Hughes, U. S. Navy, regarding the destruction of private property.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 20, 1862.

SIR: I am in receipt of your communication of the 11th instant giving some details of an expedition to St. Mary's, though I could not quite make out from your dispatch the object of it.

In reference to the destruction of the sawmill, as mentioned by you, it is my desire to avoid destroying private property unless used for pickets or guard stations and other military purposes. Of course if fired upon from any place, it is your duty, if possible, to destroy it.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander A. K. HUGHES,
U. S. S. Mohawk.

Additional report of Lieutenant-Commander Hughes, U. S. Navy, regarding the object of the expedition.

U. S. S. MOHAWK,
Fernandina, November 23, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 20th instant.

I omitted to inform you in my letter of the 11th instant that the object of the expedition to St. Mary's was for the protection of the transport *Neptune* while obtaining lumber for the Army. The mill destroyed had for a long time been used as a rebel picket station.

Very respectfully, your obedient servant,

A. K. HUGHES,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 10, 1862.

SIR: As soon as you are ready for sea you will please proceed with the *South Carolina* under your command off Charleston and report for blockading duty to the senior officer present.

You will also take in tow the mortar schooner *Para*, the commanding officer of which has orders to report to the senior officer for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY,
U. S. S. South Carolina.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the mortar schooner Para.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 12, 1862.

SIR: I have the honor to report to the Department that the mortar schooner *Para*, Acting Master Furber, commanding, arrived here on the 10th instant.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, requesting the views of the Department on proposed destruction of salt works in St. John's River, Florida, and relative to valuable timber.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 12, 1862.

SIR: I have received a report from Commander M. Woodhull, senior officer in St. John's River, in which, after saying everything was quiet, he refers to numerous salt works along the coast south of the St. John's, which could be destroyed by light-draft vessels.

I am desirous to have the wishes of the Department on this subject before taking action.

I may add that large quantities of excellent timber, suitable for ship's decks, were discovered in Nassau River by Lieutenant Snell, of the *Hale*, who also captured a small pilot schooner in the same locality. By chartering empty coal vessels, much of this timber could be removed. It will, however, have to be done with the aid of gunboats; but by the breaking down of the *Hale*, *Patroon*, *Wamsutta*, and *Western World* I am much crippled for vessels of light draft.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting convoy for the army steamers Darlington and Ben De Ford.

BEAUFORT, S. C., November 12, 1862.

DEAR SIR: I am going to send the steamers *Darlington* and *Ben De Ford* to a place near Darien, Ga., to procure lumber. If the gunboats now on that station could be permitted to accompany those vessels, as a safeguard against an attack while the lumber is being loaded, I should esteem it as a very great favor.

I am, with great respect, your obedient servant,

R. SAXTON,
Brigadier-General.

Admiral F. S. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Commander Woodhull, U. S. Navy, to Acting Master Watson, U. S. Navy, commanding U. S. S. Uncas, for a reconnoissance in St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, November 12, 1862.

SIR: You will please proceed with the *Uncas* on a reconnoissance of the river as far up as Trout Creek, and even to Jacksonville, if you feel inclined. Be particular in nearing Jacksonville to examine the high ground a few miles below it, as it is talked about by the rebels as a very good place for a battery. On your route destroy all boats and water conveyances you discover, give refuge to all desiring protection, and obtain all the information as regards the movements of the enemy's forces on either bank you possibly can. Be cautious not to risk the lives of your men and officers unnecessarily. I have information that at Trout Creek, near its entrance into the river, there has been a picket guard of the enemy at that point. I wish you to examine particularly this locality.

Respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

[Acting Master] WM. WATSON,
Commanding U. S. S. Uncas, St. John's River.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, to resume charge of the blockade off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 13, 1862.

SIR: I desire that you will proceed as soon as possible and resume the blockade of Charleston, reporting your arrival to the senior officer present.

I have reason to believe that during this waning moon and its dark period some vessels, the *Economist* in particular, with iron plates, will attempt to run in.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander H. S. STELLWAGEN,
U. S. S. Mercedita.

Order of the Secretary of the Navy to the commandant navy yard, Boston, to send the U. S. bark Kingfisher to Port Royal, S. C.

NAVY DEPARTMENT, *November 14, 1862.*

SIR: As soon as the *Kingfisher* is in all respects ready for sea direct her commanding officer to proceed with her to Port Royal and report to Rear-Admiral Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore JOHN B. MONTGOMERY,
Commandant Navy Yard, Boston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Eytange, U. S. Navy, commanding U. S. ship Shepherd Knapp, to proceed to New York for repairs to that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 14, 1862.

SIR: I am dispatching the *Norwich*, Commander Duncan, to relieve you. You will please give him such information as your recent and full experience of the waters of St. Helena Sound will indicate and render desirable.

You will proceed to New York with the *Shepherd Knapp* and report to Rear-Admiral H. Paulding, commanding that naval station, and through him to the Department. Commander Duncan has orders to tow you out, if necessary.

You will prepare a condensed report of the repairs and improvements which your ship may require, as a guide for the surveying officers at the yard.

I take this occasion to express my commendation of your zeal and devotion in the discharge of your duties since you have been attached to this squadron, and of the good order and discipline of your command. Wishing you a pleasant passage to the North,

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Volunteer Lieutenant H. ST. C. EYTINGE,
U. S. Ship *Shepherd Knapp*.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding affairs in the vicinity of St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November 14, 1862.

ADMIRAL: I have the honor to inform you that everything remains as at the date of my last letter.

I have had the river thoroughly examined three times since the sailing of the *Hale* as far up as Jacksonville. The guerrillas have apparently left both banks of the river; at least nothing has been seen of them for the past week.

The little colony continues gradually to increase. We have had within the last week additions of both whites and blacks. I think something ought to be done as to its future. If it is decided to remove it, a transport will have to be sent for the purpose, as none of the gunboats could give the accommodations necessary for so large a number of people.

We will soon have to be supplied with provisions, as we have only about ten days' rations left. The partial feeding of so many mouths on shore, in addition to the crew of this vessel, will soon cause the expenditure of what is now on hand.

The health of the officers and crew on this part of the blockade continues to be excellent.

Very respectfully, etc.,

M. WOODHULL,
Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Notes of Captain Taylor, U. S. Navy, in regard to Charleston, S. C., and vicinity.

Contrabands received from the *Memphis*, who escaped from Charleston on the night of the 14th November, 1862:

William King belonged to Colonel J. D. Hart.

Adam Hewbank belonged to Captain Charles Willey.

Henry Dakan belonged to Mrs. Marine.

Kento Barton belonged to Captain Charles Willey.

Left N. E. Railroad wharf in Charleston in one boat on evening of 14th and reached *Memphis* about 4 a. m. of 15th. Were not chased nor hailed.

Henry Dakan is a fireman; the other three are wheelmen, and are pilots on St. John's River. Were all at Hilton Head when it was taken, and have been here ever since on board ferryboats and transports.

Provisions are scarce and high in Charleston. The troops are half fed and discontented; about two weeks ago 50 desertions took place from Fort Johnson. General Ripley commands the forts and batteries; General Drayton commands Fort Sumter; General Beauregard commands at Pocotaligo; has been heard to express an opinion that our ironclads would deal hardly by Fort Sumter, and was censured by public sentiment for uttering it. Many of the residents (especially women) left Charleston some time ago, but some have since returned, finding that no attack was made.

The people here expected an attack on the 1st instant, and then again on the 10th. Troops are not well clad; the *Herald* ran in about three weeks ago, having on board shoes and clothing.

The *Herald*, Captain Coxetter; the *Hero* (captain's name not known); and the *Leopard*, Captain Peek, are all inside, loaded with cotton and waiting for a chance to run out. The *Hero* is a propeller; the others are side-wheel; all have masts, the side-wheelers only one, the propeller three; no yards. There are two ships and a brig also inside. The brig is loaded. All the above vessels are English.

There are two rams inside, the *Palmetto State* and the *Courier* [*Chicora*]; ironclad, plates 4 inches thick; about 150 or 160 feet long; old engines, one taken out of the *Lady Davis* and the other out of the *Aid*; both small boats. Can get about 4 knots an hour out of them; they both leak, the *Courier* badly. Have four guns each, smoothbore 32 or 42 pounders. Have no other armed vessels afloat; four are on the stocks, and they are hurrying them along as fast as possible.

Do not know the names of any navy officers in Charleston.

No floating batteries.

Castle Pinckney has small guns and is garrisoned.

Fort Ripley is built on piles, between the town and Fort Sumter, on starboard side of the channel going in; has four guns, mounted in parapet made of logs, palmetto, about 10 feet thick, and masonry inside of that; guns of small size; the men live in tents.

Fort Sumter.

Fort Johnson.

Fort Moultrie is well garrisoned.

Battery Beauregard.

Battery at Breach Inlet.

Battery between the above-named two.

Fort Beauregard has one very large rifled gun, obtained from Havana. Fort Sumter has two rifled guns.

A large battery near Cumming's Point.

There are many batteries all along the shore on both sides.

The City battery is also fortified, garrisoned by a regiment of Georgia troops.

Secessionville is extensively fortified with earthworks.

A row of stakes run across the channel between Forts Sumter and Ripley; a boom of heavy logs is moored between Forts Sumter and Moultrie.

NOVEMBER 17, [1862].

DEAR RODGERS: The preceding notes are the substance of what I have gathered from the contrabands sent down to the admiral. They may serve to direct your own enquiries and save some trouble. We are rolling through an arc of 35° by the engineer's pendulum, which is not very favorable for writing.

Sincerely, yours,

W. R. T.

Captain RODGERS, U. S. Navy.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the escape of a blockade runner off Charleston, S. C., November 14, 1862.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 25, 1862.

SIR: I have the honor to report to the Department that on the night of the 14th instant a steamer attempted to run the blockade of Charleston by Maffitt's Channel. She was first discovered by the *Blunt* about ten minutes after 10, and was fired on by that vessel, whose commanding officer at the same time gave the usual signal to the fleet.

The *Flag*, hearing the gun and seeing the signal, stood in the direction indicated and got sight of the steamer and fired one shot at her, when she appeared to run seaward, but a dense fog just at that moment unfortunately shut her out from view. The *Seneca*, aroused by the previous signal, soon after perceived the steamer and fired her rifled gun, when she turned, shot around, and steered to the eastward, immediately after which, owing to the fog, she was lost sight of.

On the night of the 15th instant a steamer again attempted to run the blockade by the same entrance, and was again discovered by the *Blunt*, which vessel she approached within 300 yards, when a shell from the *Blunt* struck her, exploding on board. The steamer immediately turned to the northward and westward, and apparently ran aground on the shoal off Dewees Inlet, where, however, she remained only for a few minutes, in which time Acting Master Beers, the commanding officer of the *Blunt*, fired three more shells at her, sending also a boat to board, but she succeeded in getting off and steering seaward, disappearing in the darkness.

The report of Acting Master Beers describes her as a long, low, side-wheel steamer, about 700 tons, and without spars.

There is reason to believe that the steamer last spoken of was the same that attempted to enter the previous night, on both of which occa-

sions she was foiled, and the impression is that she has returned to Nassau disabled.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Taylor, U. S. Navy, transmitting reports regarding the escape of a blockade runner off Charleston, S. C., November 14, 1862.

U. S. S. HOUSATONIC,

Off Charleston, November 15, 1862.

SIR: About half past 10 last evening we were called to quarters by an alarm from the ships guarding the entrance to Maffitt's Channel that a vessel was attempting to run in.

Nothing was seen from this ship of the stranger; two guns were fired at her from the *G. W. Blunt*, one from the *Flag*, and one from the *Seneca*.

I enclose herewith the reports of Commander Strong, Lieutenant-Commander Gibson, and Acting Master Beers.

Before 11 o'clock a dense fog shut in and nothing more was seen or heard during the night. Lieutenant-Commander Gibson feels certain that he saw the strange vessel, after he fired at her, turn and proceed to sea over the Rattlesnake Shoal.

A close examination of the harbor to-day from the masthead discovers no new arrival inside.

The *Marblehead* will be sent in to-night after dark to take position near the western buoy on the Rattlesnake; the vessels guarding that entrance will be the *Flag*, *Blunt*, *Seneca*, and *Marblehead*. This ship lies within 1,300 yards of the position of the latter.

The southwest entrance (by Lawford Channel) is protected by the *Ottawa*, *Flambeau*, and *Para*. The *Keystone State* lies off the bar of the main channel, within supporting distance of them.

Special signal has been made to the whole squadron to be on the alert.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron

[Enclosures.]

U. S. S. FLAG,

Off Charleston, November 15, 1862.

SIR: I have the honor to report to you that last evening at 10:30 the *Blunt* fired a gun and made signal indicating that a vessel was attempting to run the blockade. I slipped at once and went to quarters, [and] stood inshore in the direction indicated. At 10:35 discovered a steamer bearing N. W. of us; fired one shot at her, when she

appeared to turn to seaward, but the fog unfortunately shut her out of sight just at that moment and before another gun could be brought to bear on her. I stood in as far as prudent, and seeing nothing more of her, went back to my anchorage as nearly as possible.

I think the steamer must have gone to sea again; the fog was so thick she could not have been seen a cable's length from the ship.

Very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Captain Wm. R. TAYLOR,
Senior Officer Present, off Charleston.

P. S.—I have but seven days' wood on board.

J. H. S.

U. S. GUNBOAT SENECA,
Off Charleston, November 15, 1862.

SIR: I have the honor to report that at about twenty minutes after 10 o'clock last evening (the 14th instant), while occupying our nightly berth close inshore, north of the west end of Rattlesnake Shoal, the alarm was given by the firing of guns and by signals from the *Flag* and schooner *Blunt*, stationed outside of us, of a vessel attempting to run the blockade from seaward. Ten minutes afterwards I saw a long dark steamer, bearing E. S. E., some 700 yards distant (I judge), but could not distinguish her rig, or whether she was a side-wheel or screw. In the meantime we had gone to quarters, slipped the cable, and turned our vessel's head to the southward and westward, firing the rifle gun at the stranger as soon as she came in sight. Up to that time she was moving rapidly toward Charleston, but on our firing, and she doubtless catching view of the *Housatonic* on her other bow, appeared to turn short round and to cross the Rattlesnake Shoal, steering to the southward and eastward. Three or four minutes afterwards we were suddenly enveloped in a thick fog and we saw no more of her.

I was in admirable position for following up and keeping between the stranger and the shore had she continued her course. As it was, I doubt if she could have effected her retreat had it not been for the sudden fog.

I am, sir, very respectfully, your obedient servant,

WILLIAM GIBSON,
Lieutenant-Commander.

Captain W. R. TAYLOR,
Senior Officer Present, Charleston Blockade, U. S. S. Housatonic.

U. S. SCHOONER G. W. BLUNT,
Off Charleston, S. C., Friday, November 15, 1862.

SIR: At 10:10 p. m. sighted a steamer bearing about E. by S., distant about 800 yards, steering about W. by S. I immediately fired a shell at her, and also sent up a rocket and burned a blue light and slipped and made sail. Fired one gun after making sail, but I am not positive I saw her, and hearing a gun which I took to be that of the

steamer *Flag*, and the fog being very dense, I gave up the chase; at the same time I could not see the distance of a hundred yards.

I am, very respectfully, your obedient servant,

J. R. BEERS,

Acting Master, Commanding.

WM. R. TAYLOR,

Captain and Senior Officer off Charleston.

Order of the Assistant Secretary of the Navy to flag-officers commanding squadrons regarding coal for the steamers of the Banks expedition.

NAVY DEPARTMENT, November 15, 1862.

SIR: On application you are authorized to furnish any of the steamers of Major-General Banks' expedition with coal, should their supply become exhausted from stress of weather or accident, if you can do so without embarrassing your own squadron.

I am, respectfully, etc.,

G. V. Fox,

Assistant Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,

Comdg. North Atlantic Blockading Squadron, Old Point, Va.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Acting Rear-Admiral JAMES L. LARDNER,

Comdg. East Gulf Blockading Squadron, Key West, Fla.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, of the disposition of the vessels of his command.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., November 15, 1862.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, steamer *Sebago*.

Off Bull's Bay, U. S. bark *Restless*.

Off Charleston, steamers *Powhatan*, *Housatonic*, *Mercedita*, *South Carolina*, *Quaker City*, *Keystone State*, *Bienville*, *Flag*, *Marblehead*, *Flambeau*, *Ottawa*, *Seneca*, *Memphis*, and schooners *G. W. Blunt* and *Para*.

In Stono River, U. S. S. *Isaac Smith*.

In North Edisto, U. S. S. *Unadilla*.

In St. Helena Sound, steamer *Norwich* and U. S. ship *Shepherd Knapp*.

Wassaw Sound, U. S. S. *Conemaugh*.

Ossabaw Sound, steamers *Wissahickon* and *Dawn*, and mortar schooner *C. P. Williams*.

At St. Catherine's, Sapelo, and St. Simon's, steamers *Paul Jones*, *Potomska*, and *Madgie*, and U. S. bark *Braziliera*.

St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, steamers *Cimarron* and *Uncas*.

In Port Royal, most of which are undergoing repairs or taking in supplies, *Wabash*, *Canandaigua*, *Vandalia*, *Water Witch*, *Vermont*, *Hale*, *Fernandina*, *Hope*, *Pettit*, *Norfolk Packet* (mortar schooner), and tug *Rescue*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, to resume the duties of senior officer off Charleston, S. C.

FLAGSHIP *WABASH*,

Port Royal Harbor, S. C., November 15, 1862.

SIR: You will please proceed when ready with the *Powhatan* under your command off Charleston and resume the direction of the blockade of that important point as senior officer.

Your full experience of this duty leaves me no special instructions to give. It is left to your judgment to have two vessels underway outside of your line or not. I would recommend, in the former case, some particular understanding as to the signals to be made by such vessels to those inside.

Wishing you good weather,

I am, respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Captain S. W. GODON,

U. S. S. Powhatan.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. ship Vandalia, to proceed to a station on the outside blockade.

FLAGSHIP *WABASH*,

Port Royal Harbor, S. C., November 17, 1862.

SIR: You will proceed with the *Vandalia* under your command when ready for sea and cruise on the coast on the outside blockade, in reference to which you have the official instructions, and giving general protection to our commerce.

You are advised that I have a further object in sending out the *Vandalia*, that she may be a school of practice for the graduating class of midshipmen now promoted in this squadron and others who have had but very limited opportunities of seeing sea service. You will aid in this object all in your power, returning to this port in two weeks, say, 1st December.

You may call off the port within signal distance if it becomes convenient to do so.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commander M. B. WOOLSEY,

U. S. Ship Vandalia.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 17, 1862.

SIR: You will please proceed when ready with the *Canandaigua* under your command and report to Captain Godon, senior officer present, for blockading duty off Charleston.

I enclose a copy of the report of the board ordered to investigate the subject-matter of your communication in reference to the management of the engines of the *Canandaigua*.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Captain J. F. GREEN, U. S. Navy,
U. S. S. *Canandaigua*.

Report of Acting Master Devens, U. S. Navy, commanding U. S. S. Stettin, of his departure for Port Royal, S. C., in obedience to Department's order.

U. S. S. STETTIN,
New York Harbor, November 18, 1862.

SIR: In obedience to orders received ordering me to proceed with the U. S. S. *Stettin* under my command to Port Royal, S. C., and report to Rear-Admiral S. F. Du Pont for duty on the South Atlantic Blockading Squadron, I would most respectfully inform you that I this day sailed from this port for the above destination.

In obedience to orders from Rear-Admiral H. Paulding I have taken as passengers, Acting Master W. R. Browne, Acting Assistant Paymaster C. H. Longstreet, First Assistant Engineer William Creigh [Craig], and a captain's clerk for Captain R. Werden; also seven mechanics ordered to report to Rear-Admiral S. F. Du Pont.

Very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal Harbor of the U. S. vessels Courier and Huron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 19, 1862.

SIR: I have the honor to report to the Department the arrival here on the 17th instant of the U. S. ship *Courier* and of the U. S. gunboat *Huron* this morning.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Engagement of Federal vessels with Confederate battery in Ogeechee River, Georgia, November 19, 1862.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. Wissahickon.

U. S. GUNBOAT WISSAHICKON,
Ogeechee River, Georgia, November 19, 1862.

SIR: I have the honor to report that this morning I moved up the river with this vessel, the *Dawn*, and mortar schooner *No. 5*, and opened fire on the battery at Genesis Point at 8:15.

Advancing from the first position about a quarter of a mile with this vessel and the *Dawn*, continued firing, when the enemy disappeared as though they had deserted the battery; all this time they fired no guns. I again advanced about a quarter of a mile, with the *Dawn* in company to the bend of the river in the direction of the battery and about $1\frac{1}{4}$ miles from it, when the enemy opened fire, at 9:45, and I regret to say the first shot struck this vessel abreast the XI-inch gun and about 4 feet below the water line, causing a serious leak; failing to gain on it with the pumps, and apprehensive of the necessity of putting the vessel ashore, I reluctantly dropped down beyond their range, and succeeded in partially stopping the leak so that the pumps would keep her free. At 2:30 p. m. we ceased firing and returned to our usual anchorages. No casualties occurred during the day on our side. The practice of the vessels was to all appearances entirely satisfactory.

To-morrow I will lay the vessel ashore and with the means at my command repair the damage.

I have the honor to be, very respectfully, your obedient servant,
JOHN L. DAVIS,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy.

Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. *Dawn*, Acting Lieutenant Barnes, U. S. Navy, commanding.

November 19, 1862.—At 6:30 a. m. took mortar boat *No. 5* in tow and steamed up Ogeechee River. At the mouth of Florida Passage were joined by the gunboat *Wissahickon*; ran up and engaged the battery. Continued firing at intervals until 1:30, when we took mortar boat in tow and, accompanied by the *Wissahickon*, steamed back to anchorage in Vernon River. Number of shell fired from 100-pounder, 49; number of shell fired from 20-pounder, 37; number of shot fired from 32-pounder, 5.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

November 19, 1862.—Great Ogeechee River, from 8 to 12: At 8:15 opened fire on the battery with the XI-inch gun, 20-pounder Parrott, and 12-pounder rifled howitzer guns. At 8:30 shifted our position one-fourth of a mile nearer the battery. At 9:30 got underway and moved up the river. At 9:45 received a shot about midships, six strakes

below water line, causing the ship to leak badly. At 9:55 ceased firing. Expended the following number of shell: Ten XI-inch 15-second fuze and 7 XI-inch 20-second; 20-pounder rifled Parrott, 6 percussion shell, 2 20-second and 9 10-second fuze, and 12-pounder rifled howitzer, 8 percussion shell.

Commendatory letter of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 11, 1862.

SIR: The *Water Witch* arrived to-day, bringing Charles Cook and Michael Green. The former I shall probably employ as a pilot; the latter will be sent north.

I have considered the report of your engineer, and as soon as possible will relieve you at Ossabaw, so that the necessary repairs can be made to your vessel.

I take this occasion to acknowledge your letters of the 19th and 20th* of November, referring to an engagement with the battery at Genesis Point, in which the *Wissahickon* accidentally received a shot, temporarily disabling her. I beg leave to commend your whole course in the matter, particularly in concealing so effectually from the enemy your injuries. Their official accounts make no mention of them.

I am glad to learn that you have buoyed the channel.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
U. S. S. Wissahickon, Ossabaw.

Letter from the U. S. consul at Cardiff, Wales, to the Secretary of the Navy, giving information regarding the blockade runner Hero.

No. 60.]

UNITED STATES CONSULATE,
Cardiff, [Wales], November 20, 1862.

SIR: I have just ascertained that the bark *Hero*, of Yarmouth, Nova Scotia, which is loading here with coal, will stop at Cork, [Ireland], and take in 30 tons of gunpowder and sail for Nassau, [New Providence]. She has double topsail yards and [is] painted black with a yellow streak. Her clearance from this port will show nothing but coal for Nassau, and therefore may deceive some of our ships that may over-haul her. But she is a Trojan horse, with munitions of war, if not armed men inside.

With the highest respect, your obedient servant,

CHAS. D. CLEVELAND,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Since writing the above I have seen the enclosed* in the London Star.

* Not found.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 20, 1862.

SIR: I send the *Fernandina* to relieve you. If the condition of your ship will permit, you will please proceed off Charleston for blockading duty, remaining there during the dark nights, after which you can return to Port Royal for repairs.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. DUNCAN,
U. S. S. *Norwich*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, acknowledging receipt of reports, etc.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 20, 1862.

SIR: I take pleasure in acknowledging your several communications of November 3, 7, and November (not dated) and November 14, reporting the condition of things in St. John's River, the expedition to Wasaw River by the *Hale*, and referring to the salt works south of St. John's, etc., and commend your zeal and energy.

I have called the attention of the Department, in consequence of your letters, to the matter of the destruction of salt works, and await its instructions.

By the last mail the Department has informed me that the *Cimarron* is to be permanently attached to this squadron. As soon as I can relieve you, the *Cimarron* will return to Port Royal for such repairs as our means will enable us to make.

The *Water Witch* has orders to supply you with all the provisions she can spare.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. WOODHULL,
U. S. S. *Cimarron*, St. John's.

Capture of the Confederate schooner Annie Dees by the U. S. S. Seneca, off Charleston, S. C., November 20, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 23, 1862.

SIR: I have the honor to report the capture of the rebel schooner *Annie Dees* by the U. S. gunboat *Seneca* on the evening of the 7th [20th] instant, attempting to run the blockade out of Charleston. No papers were found on board. The master, Thomas Bennett, acknowledges that he threw them overboard in obedience to orders from the owners in Charleston.

The schooner, being considered unseaworthy, was sent to this port. I ordered a survey upon her and herewith enclose the report, wherein the schooner is declared unfit to proceed north. Her cargo, consisting of 125 barrels of turpentine and 68 barrels of resin, has been transhipped to the U. S. storeship *Courier*, which sails to-morrow for New York. The master and crew go in the *Courier*, as also three persons, viz., John M. Murrey, James Egal (or Egan), and Arthur Erving (or Ervin), calling themselves passengers.

The three persons last named, as also one of the crew, viz., William Lamberton, who were sent to this port in the *Housatonic*, are suspected, from their conversation when on board of that vessel, of being Charleston pilots. Pencil sketches of the coast in the neighborhood of Lawford Channel were found in pocketbooks belonging to some of these men. I recommend, for reasons previously stated, that these men be closely scrutinized and, if necessary, confined.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Godon, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. POWHATAN,

Off Charleston, November 21, 1862.

ADMIRAL: Last evening at 8 o'clock (very dark and rainy) an attempt was made by a schooner, the *Annie Dees*, to escape from Charleston by Maffitt's Channel. She was brought up, however, by the *Seneca*, Lieutenant-Commander Gibson, whose report* I enclose.

Three shots were fired, one shell bursting over the vessel and some pieces of it striking her.

At 9 o'clock another attempt seemed to be made. The *Housatonic* slipped and chased eastward and south for 50 miles, but saw nothing more of the vessel, and returned this morning to her anchorage.

This ship also slipped, ready to chase, but nothing was seen. I hope it may prove a false alarm. The night, however, was so dark that a vessel may have passed out.

I send the *Annie Dees* to Port Royal. Her cargo consists of 140 barrels of turpentine and a quantity of resin, and is a valuable one.

As the vessel draws but 4 feet (intended for inside trade entirely), I do not feel justified in sending her north. She had a crew of four men and also three passengers, all of which I shall keep until one of the vessels leaves hence for Port Royal. She lost both anchors, and I have none to supply her with. The captain threw overboard his papers by order of his owners.

I earnestly request that the prize officer and crew may be sent back as early as possible.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Commander Beaumont, U. S. Navy, forwarding information received from contraband regarding Confederate battery.

U. S. GUNBOAT SEBAGO,
Off Georgetown, S. C., November 21, 1862.

SIR: I would respectfully inform you that nothing of importance has transpired at this station since the departure of the *Norwich*. The number of contrabands on North Island now amounts to 59, 8 having arrived since the departure of Commander Duncan. One of them, who arrived yesterday, informs me that he was employed in the battery on Marion's plantation, and that it consists of four rifled cannons. From his description I judge them to be 30-pounders, and that two large guns are expected from Charleston. He further states that the rebels intend to erect a battery on Santee River.

I am, sir, very respectfully, your obedient servant,
J. C. BEAUMONT,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the dispatching of the U. S. tugs Daffodil and Columbine to the South Atlantic Squadron.

NAVY DEPARTMENT, November 22, 1862.

SIR: You will assign to the tugs *Daffodil* and *Columbine* an acting master to command, three acting master's mates, and such complement of men as you may deem necessary, and dispatch the vessels to Rear-Admiral Du Pont. The acting masters appointed to command should be of experience and acquainted with the coast. You will also select for each an acting second and two acting third assistant engineers.

Very respectfully,
GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant of Navy Yard, New York.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, designating course to be pursued in case of attack by the Confederate ram Fingal.

Confidential.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 23, 1862.

SIR: I have seen to-day the two contrabands brought up by the *Darlington*. I learn the one who knows most about the rebel ram or ironclad *Fingal* you put on board the *Water Witch*, which steamer, I hope, will be here in a day or two; but I avail myself of this opportunity to say that I consider the *Conemaugh*, formidable as she is, no match for the ironclad vessel roofed over.

If, therefore, she should attempt to come down to Wassaw by Wilmington River and to attack you I would recommend your getting to

sea, where, if she followed you, though still at great disadvantage, you could have room to manage your vessel and to avail yourself of her speed.

I recommend, therefore, that you have the Wassaw Bar carefully buoyed, and I send Acting Master Mattair (pilot) to assist you in this matter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. Conemaugh.

Order of Commander Steedman, U. S. Navy, to Ensign Wood, U. S. Navy, commanding U. S. schooner Norfolk Packet.

U. S. GUNBOAT PAUL JONES,
St. Simon's, November 23, 1862.

SIR: You will proceed with the U. S. schooner *Norfolk Packet* under your command to Doboy Sound, when, on your arrival, you will relieve Acting Master Meriam, of the *Madgie*, in blockading the entrance of that sound.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Ensign [GEO. W.] WOOD,
Commanding U. S. Schooner Norfolk Packet.

Order of Commander Steedman, U. S. Navy, senior officer, to Acting Master Meriam, U. S. Navy, commanding U. S. S. Madgie, to proceed to St. Simon's, Georgia.

U. S. GUNBOAT PAUL JONES,
St. Simon's, November 23, 1862.

SIR: You will be relieved in blockading Doboy by Acting Ensign Wood, of the U. S. mortar schooner *Norfolk Packet*. You will then proceed to Sapelo and St. Catherine's with the mails for the *Potomska* and *Braziliera*, and having delivered them will join me at this place with all dispatch.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Master FRANK B. MERIAM,
Commanding U. S. S. Madgie.

Order of the Secretary of the Navy to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to perform convoy duty in connection with the Banks expedition.

NOVEMBER 24, 1862.

SIR: You will make arrangements with General Banks to convoy the steamers belonging to his expedition into the Gulf of Mexico, say

to a point in the vicinity of Key West, and after discharging this duty you will return to Port Royal and report to Rear-Admiral Du Pont for duty in the South Atlantic Blockading Squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander E. G. PARROTT,
Commanding U. S. S. Augusta, Hampton Roads, Virginia.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the destruction of salt works and the preservation of timber on Florida waters.

NAVY DEPARTMENT, November 24, 1862.

SIR: Your letter of the 12th instant has been received, in which you desire to know the wishes of the Department regarding the salt works along the coast of Florida and the ship timber discovered on Nassau River.

It will be well to destroy the salt works and to seize and preserve the good timber.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from the Superintendent U. S. Coast Survey to Rear-Admiral Du Pont, U. S. Navy, regarding the duties of Assistant Boutelle, assigned to his command.

COAST SURVEY OFFICE, November 24, 1862.

ADMIRAL: I have directed Assistant C. O. Boutelle, U. S. Coast Survey, in the steamer *Bibb*, to report to you. He has instructions for regular Coast-Survey work, from which he is authorized under certain contingencies to vary and directions to conform to any instructions which you may give him in case you see cause from any reason to set aside my instructions by employing him in work more immediately bearing upon your operations. Your work is his first duty; the other he falls back upon when you do not need him.

Messrs. Edwards and Dennis will soon report to you in the schooners *Arago* and *Caswell*.

Yours, respectfully and truly,

A. D. BACHE,
Superintendent.

Admiral DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Acting Master Devens, U. S. Navy, commanding U. S. S. Stettin, of his arrival at Port Royal, S. C.

U. S. S. STETTIN,
Port Royal, S. C., November 24, 1862.

SIR: In accordance to orders received by me from you under the date of October 29, I would most respectfully report that I have this day

arrived at this port, and have reported to Rear-Admiral S. F. Du Pont for duty on the South Atlantic Blockading Squadron.

I have not been able to get more than 7 knots out of the *Stettin* under the most favorable circumstances, but trust she may prove faster. As to her qualities, as far as regards being a good seaboat goes, I have the honor to inform you she has proved herself one of the best seaboats I ever saw.

The passage down has been very stormy, having had a strong gale with a high head sea from the S. S. W.

I am, sir, very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding affairs in St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November 24, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of yours of the 20th instant. I feel much gratified that my services in this locality meet with your approval.

Everything remains as at the date of my last letter. The guerrillas occasionally show themselves in the neighborhood of Jacksonville, but not in numbers sufficient to occasion any anxiety or interfere with the use of the river as we may desire.

The colony at Pilot Town now contains nearly 100 men, women, and children, white and black, and the number is gradually on the increase; every fresh arrival brings the information that desertions are of daily occurrence among the Florida troops. Some go to Fernandina, others [to St.] Augustine and to this point. I am assured that if a permanent post were established at this place, protected by half of a company of soldiers, so as to give confidence to those people escaping (from "unwilling service") of safety from recapture, there would be a rapid melting away of the armed men composing the whole military strength of this part of Florida, which, so far as I can ascertain, does not average over 400 men. The Georgia troops are all being recalled, and it is not likely they will soon be permitted to return. The people along the river bank are well disposed to us, and I am satisfied from their conversation that they are very tired with the war; that discontent and discouragement are very prevalent among the masses. The destitution in this region of country is very great, and the want of clothing of all kinds is their greatest need; such is the existing state of affairs up to this time.

I have the men of Pilot Town Colony engaged as a guard. All the avenues of approach from Cedar Point and Trout Creek are perfectly blockaded with a heavy abatis, and if moderate vigilance is observed it will be difficult for the enemy to assail it. As you are aware, there are no means of support for the people on the island, save what is obtained from the vessels in the river. I am consequently compelled to furnish food for them. I presume, under the circumstances, this is all right;

still, I should very much like to have your views for my future government, and also as to the future of these people.

I shall be very nearly out of coals by the first of the month, as will also be the *Uncas*. Can we have a small coal vessel dispatched to us? We could easily accommodate 200 tons.

The *Cimarron* is really in a very bad state, and should be repaired without further delay. She must be placed in a dock and shored up to bring her into shape again. She is evidently spreading, and the safety of her engine is critical.

I am very happy in being permanently attached to your command, and it will be my study to execute all your orders to the utmost of my ability.

The health of the officers and crews of the vessels composing this part of the blockade, I am pleased to inform you, is excellent.

I have the honor to be, very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

NAVY DEPARTMENT, *November 25, 1862.*

Send the *McDonough* and *Morris*, ferryboats, direct to Port Royal, and the *Hull* to Hampton Roads.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 25, 1862.

SIR: You will please proceed with the U. S. S. *Quaker City* under your command off Charleston and report for blockading duty to Captain S. W. Godon, senior officer present.

You will, however, stop on your way off Stono, delivering the mails and stores intended for the *Isaac Smith*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. FRAILEY,
U. S. S. Quaker City.

Report of Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, of his arrival at New York.

U. S. SHIP SHEPHERD KNAPP, *November 26, 1862.*

SIR: I have the honor to report the safe arrival of this ship at the port of New York and the fact of my having reported formally, deliv-

ering dispatches to Rear-Admiral Paulding from Rear-Admiral Du Pont. Officers and crew (list of whom have been forwarded by Paymaster Trimble) are all well.

Very respectfully, your obedient servant,

H. S. EYTINGE,
Acting Volunteer Lieutenant Commanding.

Hon. GIDEON WELLES.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Saxton, U. S. Army, requesting his views regarding the colonies in the Department of the South.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 26, 1862.

GENERAL: I beg to call your attention to the colonies in the Department of the South.

There are at present 60 contrabands on North Island, near Georgetown.

There are nearly 100 colonists on an island in the St. John's River under the protection of our gunboats, but of this number there are a good many white persons, refugees. Commander Woodhull, of the *Cimarron*, in his last communication, writes as follows:

The colony at Pilot Town now contains nearly 100 men, women, and children, white and black, and the number is gradually on the increase. Every fresh arrival brings the information that desertions are of daily occurrence among the Florida troops.

As you are aware, there are no means of support for the people on the island, save what is obtained from the vessels in the river, and I am consequently compelled to furnish food to them.

These colonists are all much in want of food and clothing, the latter of which it is entirely out of my power to supply. I have been doing the former out of my limited means from the gunboats. These poor people can not be allowed to starve.

I should be glad to hear from you in reference to this matter at your earliest convenience.

I am, general, respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Brigadier-General R. SAXTON,
Beaufort, S. C.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding provision for the colonists at Pilot Town, Fla.

BEAUFORT, S. C., November 28, 1862.

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 26th instant.

I will send a steamer to North Island for the contrabands at that point as soon as I can procure one.

With regard to the colonists at St. John's River and Pilot Town, I regret that I have no place to put them except in tents; every building I have is filled. I am now building houses at St. Helenaville, S. C., for refugees, but they will not be ready for occupancy for several

weeks. I expect that our forces will soon be enabled to occupy Edisto Island; in that event I shall have room for 2,000 people.

If the colonists can remain in their present position until the arrival of General Hunter, I shall be able then to provide for them all.

I am, sir, with great respect, your obedient servant,

R. SAXTON,
Brigadier-General.

Rear-Admiral DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, to proceed to duty in Stono Inlet, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 28, 1862.

SIR: You will proceed with the *Seneca* under your command to the Stono Inlet and hold its waters. You will receive from Acting Lieutenant Conover all the information requisite, which his recent experience there will render desirable.

I will send another vessel in a few days.

You will watch daily the movements of the enemy and the work progressing on their defenses, obstructing their operations if attempted within reach of your guns.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. GIBSON,
U. S. S. Seneca, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, regarding duty for the U. S. S. Seneca.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., November 28, 1862.

SIR: You will please, on receipt of this, order the *Seneca* into Stono Inlet without delay.

As the moon is on the increase you can, I think, spare her, as I have sent the *Quaker City* back and the *Stettin*, recently arrived, to report to you.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
Senior Officer Present, off Charleston.

Order of Commander Woodhull, U. S. Navy, to Acting Master Watson, U. S. Navy, commanding U. S. S. Uncas, for a reconnoissance in St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, November 28, 1862.

SIR: You will proceed up the river to Jacksonville as soon as your arrangements will permit. Examine en route all the shores and observe

if any changes have occurred since your last visit. While at Jacksonville, under the protection of a flag of truce, enquire after a Mrs. Bethune; if you see her ask her if she wishes to send word or letter to her relations in the North. If so, please gratify her wish.

If you have time and everything is favorable, I would like you to extend your voyage to Magnolia Springs and examine well the shores in the neighborhood of Black Creek, as I understand that the guerrilla company of Captain [John] Westcott is located near that point and is now in a state of disorganization. If this is true, you may be able to pick up some fugitives from unwilling service, also some of their unfortunate black brethren.

While off Magnolia, if safe to do so, communicate with Mr. Benedict, the owner of the hotel and its surroundings. He is a good Union man. If he desires to send letters to his relatives North you will please receive them for transmission. If he wishes to send his son William Benedict to the North you will facilitate his wishes.

Be extremely cautious not to risk unnecessarily the lives of your crew. Your force is equal to contend with anything we know of at present that the enemy can bring against us; but they can, if the greatest vigilance is not observed by your officers, do much injury with their rifles, concealed along the river bank. I repeat this caution, as the admiral makes a strong point of it in his orders and instructions to me.

Wishing you a pleasant passage and a safe return,

I am, respectfully, etc.,

M. WOODHULL,

Commander, Senior Officer, St. John's River.

Captain WM. WATSON,
U. S. S. *Uncas*.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 1, 1862.

SIR: I have the honor to report the following positions of the blockading vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Off Bull's Bay, U. S. bark *Restless*.

Off Charleston, U. S. steamers *Powhatan*, *Canandaigua*, *Mercedita*, *South Carolina*, *Quaker City*, *Keystone State*, *Bienville*, *Norwich*, *Marblehead*, *Huron*, *Flambeau*, *Memphis*, and *Stettin*, and schooners *G. W. Blunt* and *Para*.

Stono Inlet, U. S. gunboats *Ottawa*, *Seneca*, and *Isaac Smith*.

North Edisto, U. S. gunboat *Unadilla*.

St. Helena Sound, U. S. bark *Fernandina*.

Wassaw Inlet, U. S. S. *Conemaugh*.

Ossabaw, U. S. steamers *Wissahickon* and *Dawn*, and mortar schooner *C. P. Williams*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*, U. S. bark *Braziliera*, and mortar schooner *Norfolk Packet*.

St. Andrew's Sound, U. S. bark *Midnight*.

Fernandina, U. S. S. *Mohawk*.

St. John's River, U. S. steamers *Cimarron* and *Uncas*.

In Port Royal, most of them undergoing repairs and taking in supplies, U. S. S. *Wabash*, U. S. ship *Vermont*, U. S. steamers *Housatonic*, *Flag*, *E. B. Hale*, and tugs *Pettit* and *Rescue*.

The U. S. S. *Water Witch* and U. S. schooner *Hope* are used as dispatch boats.

The U. S. Coast-Survey steamer *Bibb*, which arrived here on the 27th of November, is engaged in buoying the harbors.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Ottawa, for a reconnoissance in Stono River.

FLAGSHIP *WABASH*,

Port Royal Harbor, S. C., December 1, 1862.

SIR: You will please proceed with the *Ottawa* under your command to Stono and take charge of those waters.

You will please make such reconnoissance as will enable you to ascertain the position of the rebel batteries, without, however, exposing your vessels to unnecessary risk. I desire particularly to know whether any guns have been put in position below Fort Pemberton.

Acting Lieutenant Conover, of the *Isaac Smith*, who has been in Stono for some time, will be able to give you valuable information.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Lieutenant-Commander W. D. WHITING,

U. S. S. Ottawa.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding affairs in St. John's River, Florida.

U. S. GUNBOAT *CIMARRON*,

St. John's River, Florida, December 1, 1862.

ADMIRAL: Enclosed you will find a letter recently received from a Mr. Burritt, of Jacksonville, complaining of the strict supervision I have thought proper to pursue in this locality (since the taking of the battery at St. John's Bluff), and a copy of my answer to that gentleman. It is very true what he therein states, that I have rigorously maintained our occupancy of the river, and in doing so I have, among other precautions, invariably destroyed "all the boats and water craft" of whatever description met with, deeming this course the best and easiest means of putting an end to, or at least in a great measure obstructing, "military operations" of the enemy. That it has been so far successful and produced the very inconvenience aimed at by me is without doubt the "pinching cause" that elicited Mr. B.'s letter, whose desire evidently is, under the guise of a private communication,

to obtain an official recognition and consent to his wishes (meaning, I have reason to believe, the "Confederate officers of Jacksonville," with whom, I am credibly informed, he is in constant and close confidence).

This Mr. Burritt is a lawyer by profession, and rather a prominent man in these parts. You, no doubt, know something of his antecedents. He is represented to me as having been at the outbreak of the rebellion a secessionist. After your conquest of this part of the country he took quite a showy part as a Union man. Since then he has returned to his "secession proclivities," and now, to guard against accidents, he is trying to be a "go-between"—in other words, a "waiter on Providence." He never will be useful to us, but will be just what will most conduce to his own purposes and contribute the most toward the preservation of his large property at Jacksonville and parts contiguous. I have been thus particular in my description of the gentleman that you may draw the right conclusions as to the tenor of his letter to me.

I know from positive information, gathered in conversation from a number of people along the river bank, that the course I pursued in "destroying boats" has been in the main satisfactory, as it has guarded indirectly the quiet and inoffensive part of the inhabitants from "robbery and plunder" of these irresponsible rascals, who, in small bands, infest this region of country, calling themselves "regulators," besides interfering greatly with the "foraging parties" of the guerrillas and other "military organizations."

We have destroyed, from first to last, perhaps a thousand boats. They were so numerous on our first appearance in the river it might almost be said to be "bridged over," and you can well conceive how easy, with such facilities, it was to concentrate rapidly forces at any given point on either bank of the river; also give them large means of transportation of provisions, plunder, and all other matters necessary to guerrilla warfare.

I submit the above statement, hoping my course will meet with your approval.

I am, very respectfully, your obedient servant,

M. WOODHULL,

Commander, U. S. Navy, Senior Officer Blockdg. St. John's River.

Rear-Admiral S. F. DU PONT, U. S. Navy,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosures.]

JACKSONVILLE, FLA., *November 29, 1862.*

DEAR SIR: I venture to avail myself of the opportunity afforded by the visit of the *Uncas* to say to you that in a conversation I had with Captain Steedman, of the *Paul Jones*, while he was here in the early part of October, he intimated to me that although General Brannan's forces were about to leave he would still continue with his naval force to hold the river, but that he should molest none of the inhabitants unless they molested him. My intercourse with Captain Steedman was not official (as I am only a private citizen of this place), and of course this was not understood to be a pledge or engagement on the part of this officer, but only an expression of what I understood to be his intention. Whether Captain Steedman continued to command in the river for any time after this I have had no means of knowing, but I have supposed not, because the policy indicated by him has not been pursued.

It is unnecessary to say that the use of the river to the inhabitants along the St. John's for all purposes has been wholly interdicted by the destruction of their boats and everything in the shape of water craft. This condition of things has resulted, as it is supposed, from the attempt of the military authorities in Florida to construct (not to maintain) a battery at St. John's Bluff, a matter in which the people along the river and in all this region were not only not consulted, and of which many of them had no knowledge at the time it was being erected, but in which they had no sort of participation in any way. It is not to be presumed that these facts were fully known to the Federal forces in the river, because as a measure of retaliation the injuries might as well have been inflicted upon the citizens of any other locality. Whether the erection of a formidable battery, such as General Brannan and Captain Steedman informed me the one at St. John's Bluff was, and the prompt abandonment of it to your forces without a struggle, was a suitable subject of retaliation against even those who devised and constructed it may be a question. But surely those who had nothing to do with it ought not to be held responsible, and yet these are the only ones who have suffered. I beg to submit to you whether—these facts being so, as they incontestably are—this view of the subject is not worthy your consideration, and whether, in your judgment, it would be inconsistent with the interests of your service to relax somewhat the rigor which has hitherto been practiced. It must be obvious that the small boats and canoes used by our people in fishing and in crossing the river, and in passing occasionally up and down, can not be made available for any military purpose, and indeed it is hardly possible that they could be used for any offensive or objectionable purpose whatever.

Were it known that I made this communication to you my motives would be misconstrued by many and would doubtless subject me to inconvenience. The people along the river would be very grateful. In other quarters I suppose I should be censured. I particularly request, therefore, that it may be regarded as confidential. You will please regard it as the application of a private individual on behalf of the quiet and unoffending inhabitants of the river, many of them simple, unlettered, and uninformed, who have no power to speak for themselves, and if they had would not dare to exercise it.

I am, very respectfully, your obedient servant,

S. L. BURRITT.

Flag-Officer MAXWELL WOODHULL,

Steamer Cimarron, Commanding, etc., St. John's River.

U. S. S. CIMARRON,
St. John's River, Florida, December 1, 1862.

SIR: Yours of the 29th was duly received. I regret with you the necessity of maintaining the strict state of rigor you complain of, but see no good reason to discontinue its stringency. It was doubtless the wish and intention of the United States authorities to be as lenient toward the inhabitants along the river banks as would be consistent with a safe occupancy of its waters, previous to the raising of the batteries at St. John's and Yellow Bluff. As this happy understanding was thus rudely disturbed, I can not think that any blame as to the result rests with us, or so unreasonable a complaint ought to be entertained at the present state of affairs (knowing, as you well do, the full

circumstances of the case). What has been done was by order of my superiors, and so long as the State of Florida holds to its contumacious position toward the United States constitutional authority, so long will a strict military supervision, with all its legal consequences, be continued.

As you profess to be simply a private gentleman, and disclaim any official character to your correspondence, I must respectfully decline further communications of like nature. I have no private views on public matters. As a United States officer I approve without question, and obey without feeling, the behests of my Government.

I am not a "flag-officer," but simply the senior officer commanding this part of the blockade.

I am, very respectfully, your obedient servant,

M. WOODHULL,

Commander, Senior Officer, Blockading St. John's River.

Mr. S. L. BURRITT,

Jacksonville, Fla.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. ship Vandalia, to cruise off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 2, 1862.

SIR: Having, with the *Vandalia* under your command, executed successfully my orders of the 17th November, in cruising off the coast, I have to direct that you will repeat the services then rendered, receiving on board such officers as I have ordered to report to you, who could not be spared for the first cruise.

You will proceed at once off Charleston and receive on board Lieutenant Higginson from the *Powhatan* and Acting Master Smith from the *Flambeau*, whose orders have been delivered to you, returning these two gentlemen to their respective vessels before returning to this anchorage.

You will remain two weeks, not longer, and communicate with this port from outside when you may deem fit.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. Ship Vandalia.

Report of Commander Woodhull, U. S. Navy, regarding an attack on Federal officers and men from the U. S. S. Uncas at Magnolia Springs, Fla.

U. S. S. CIMARRON,
St. John's River, Florida, December 3, 1862.

ADMIRAL: I have the honor to report the following occurrence, which happened several days since, with the circumstances that incidentally led to it:

Just after our repossession of the river, and while in charge of an expedition up to the head of navigation, I made a stop at Magnolia

Springs. I there ascertained this fine property belonged to a Mr. Benedict, said to be a Union man and brother-in-law of a Dr. Harris, of Philadelphia. In course of conversation Mr. B. expressed a very earnest desire to have his son sent to the North in order to escape the conscription, as he was a Union man and did not wish to have any of his family engaged in a war against the U. S. Government. This occurred some time about the 5th or 6th of October.

Keeping this in mind, and having been from time to time reminded of Mr. B.'s wishes as regards his son by the frequent arrival of fugitives from his neighborhood, I directed Captain Watson, commanding the *Uncas*, on the 28th ultimo, after visiting Jacksonville, to push his reconnoissance to Magnolia Springs, and if practical and safe to communicate with Mr. B., and if he desired to send his son north, to facilitate his wishes. In pursuance of this order Captain Watson arrived off the said place, and seeing nothing suspicious, sent a boat on shore in charge of an officer. So soon as the boat touched the end of the wharf (which, by the way, is nearly 300 yards in length), Mr. B. was there to receive it. He said he did not then wish to send his son north, requested the officer to receive some letters for the North (which was acceded to), and then commenced walking back toward the land, followed by the officer and boat's crew (conversing with them). He was asked if there were any armed men in the neighborhood. He answered, "No, but there are some at Black Creek." By this time the party had approached the part of the wharf where it joins the beach. Suddenly Mr. B. jumped down and concealed himself under the wharf, and almost immediately a heavy volley of small arms was discharged directly at our men, fortunately without effecting any result. The men at once retreated back in good order to the boat, exposed to a continuous fire from the ambushed enemy. So soon as the men obtained the shelter of the wharf, and in the boat, the *Uncas* promptly and effectively shelled the locality. Having satisfactorily proved the efficiency of shell to those rascals, Captain Watson returned down the river. I extremely regret that at the time of the above occurrence he had not there and then destroyed everything within the range of his guns, which would have been the proper punishment for such barefaced treachery. I indeed was much inclined to proceed up myself next morning and retaliate with fire, but on reflection I concluded to communicate the fact to you and wait your further orders.

At these springs is erected a splendid three-story hotel, covering a large space of ground, surrounded by quite a number of beautiful cottage residences (part of the establishment). It all belongs to this Mr. Benedict, and has been a favorite winter resort in past years for invalids from the North. The property is very valuable, and no expense has been spared, apparently, to make it an agreeable place of sojourn. The value and extent of the property, with the fact of the punishment the guerrillas received without doubt from the shower of shell, grape, and canister thrown at them, determined me not to take immediate retaliatory action, believing in a case like this your wish should be first consulted. I understand the party that made the attack consisted of 50 men, commanded by a Captain Westcott.

Otherwise than the above occurrence, everything remains quiet in the river. It is daily under a strict patrol by one of the steamers, which cuts off any chance of the enemy stealing a march on us.

The *Uncas* being short of coal, having only sufficient to last a couple of days, I dispatched her on Sunday morning last to Fernandina for a

fresh supply. She returned on Monday night and is now up the river. The *Cimarron* has now very little coal. I should be extremely obliged if a supply could be sent to me.

The *Massachusetts* arrived off the bar on the evening of the 24th, about 10 o'clock p. m. As it was very dark and the bar a dangerous one to attempt at night, we could not communicate with her. She remained but a few hours and then proceeded on her route. It was a great disappointment to us, as the crew of this vessel have been without fresh provisions for more than a month, and the officers' messes, with that of my own, are almost destitute of every kind of provision.

The officers and crew of this vessel and the *Uncas*, however, I am pleased to inform you, are in excellent health.

I am, very respectfully, etc.,

M. WOODHULL,
Commander, Senior Officer.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Commander Steedman, U. S. Navy, regarding the disposition of vessels in the vicinity of St. Simon's and St. Catherine's sounds, Georgia.

U. S. GUNBOAT PAUL JONES,
St. Simon's Sound, Georgia, December 4, 1862.

SIR: I herewith enclose copies of reports made by Acting Volunteer Lieutenant William Budd and Acting Master Frank Meriam, commanding the *Potomska* and *Madgie*.

The holding ground being very indifferent at Sapelo, I have thought it advisable to place the bark *Braziliera* at St. Catherine's. The *Potomska* I have stationed at Sapelo.

The mortar schooner *Norfolk Packet* arrived here on Saturday, November 22. I have stationed her at Doboy in place of the *Madgie*, which vessel I intend placing at the mouth of the Altamaha River so soon as she returns from delivering supplies to the other vessels.

The *Madgie* being short of her complement of officers, I have ordered Ensign Carroll on board of her for temporary duty.

Nothing of interest has transpired since my last communication.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Squadron.

Report of Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, of arrival at New York.

BROOKLYN NAVY YARD, December 5, 1862.

SIR: I have the honor to report the arrival of the U. S. ship *Courier* at this station from Port Royal.

Very respectfully, your obedient servant,

W. K. CRESSY,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to the commandant navy yard, Brooklyn, to dispatch the U. S. ship Courier to Rear-Admiral Du Pont, U. S. Navy, with supplies, etc.

NAVY DEPARTMENT, December 5, 1862.

SIR: Rear-Admiral Du Pont states that he has made requisitions on the Bureau of Equipment and Recruiting for stores urgently needed in the squadron, and asks that the *Courier* may be sent back as early as possible with these stores, together with any others the Bureau of Provisions and Clothing may wish to send. The Department directs that the *Courier* may be dispatched accordingly as soon as possible after her arrival.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

Report of Captain Godon, U. S. Navy, senior officer off Charleston, S. C., of permission granted to H. I. M. S. Milan, carrying French consul, to enter that port.

U. S. S. POWHATAN,
Off Charleston, December 5, 1862.

ADMIRAL: I have to report that on the 3d instant, about 4 o'clock p. m., a steamer with black smoke and a French flag was reported approaching the blockade. I soon after steamed out to her, and when a mile from her fired a shell across her inshore. She at once hauled up for this ship and stopped outside of me. I was about to send a boat, when one was sent from her to me.

The officer presented me the compliments of the captain of the *Milan*, and asked to be permitted to enter Charleston Harbor. He brought with him a French consul for the port of Charleston, none but a *chancelier* being there at this time. He was permitted to send a boat in, which he did the following morning, and at about 3 o'clock p. m. a small steamer came out with the French flag aft and a white flag forward. Both vessels went in over the bar shortly after.

I am, sir, very respectfully,

S. W. GODON,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Abstract log of the U. S. S. Dawn, Acting Lieutenant Barnes, U. S. Navy, commanding.

December 6, 1862.—At 10:30 steamed up the Little Ogeechee in company with the *Wissahickon*. At 10:50 anchored abreast a rebel camp and commenced firing on a schooner. Fired 1 5-second shell, 3 15-second, and 6 percussion shell from 100-pounder, and 6 15-second from 20-pounder rifle gun. At 12:30 ceased firing.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 8, 1862.

SIR: As soon as you are ready for sea, you will please proceed with the *Flag*, under your command, for blockading duty [off] Charleston, reporting yourself to Captain S. W. Godon, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. H. STRONG,
U. S. S. *Flag*.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding the loading for foreign ports of two steamers in St. Mary's River.

U. S. S. CIMARRON,
Fernandina, December 9, 1862.

ADMIRAL: I received by the *Water Witch* your communication on Saturday morning too late to pass the bar. Next morning (Sunday) I left early for Fernandina, and arrived at noon in the river. On Monday early I commenced coaling, and continued at work till we had finished. We obtained only 70 tons, all there was on the wharf. I would have left on my return this morning early, but was detained on account of the necessity of making some repairs on one of the *Cimarron's* boilers, which commenced leaking badly. We leave at 1 o'clock. I have used all dispatch in executing your instructions to me.

It was reported to me that there were two small steamers some 30 miles up the St. Mary's River loading for foreign ports, and I was solicited to take a company of soldiers on board this vessel and proceed up and make an attempt to capture them. As Captain Hughes informed me that he had written you on the subject, I declined having anything to do with it, as I considered it would be a discourtesy to you, as doubtless you have given orders concerning it, and my interference might be misconstrued. I have mentioned this to prevent misunderstanding or misstatement as to the course I deemed proper under the circumstances to pursue regarding this matter.

I am, very respectfully, etc.,

M. WOODHULL,
Commander, Senior Officer, *St. John's*.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Destruction of salt works at Harbor Creek, S. C., by an expedition from the U. S. bark Restless, December 9-10, 1862.

Report of Captain Godon, U. S. Navy, transmitting report.

U. S. S. POWHATAN,
Off Charleston, December 14, 1862.

SIR: Some days since Acting Master Browne, commanding the *Restless*, desired permission to burn some salt works not far from his station, at Harbor Creek.

I could not furnish him with a howitzer, as my wheelhouse boats are in such a condition that both were under repair, but I sent him word that if the work could be done without much exposure, I saw no objections to his undertaking it. Boats were accordingly sent from the *Restless*, and the enclosed report, which I forward, gives the result.

Acting Ensigns Henry Eason and James J. Russell deserve credit for their conduct in the command of the expedition and the work performed by them.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Browne, commanding U. S. bark *Restless*.

U. S. [BARK] *RESTLESS*,

Bull's Bay, South Carolina, December 10, 1862.

SIR: I have the honor to report that on the afternoon of the 9th I manned and armed two boats from this vessel for the purpose of destroying the extensive salt works situated back of Harbor Creek, 3 miles from the head, up a narrow pass, which I had been informed by some contrabands (who came on board in the morning) were making large quantities of salt for the Charleston market. They also informed me that there were only two pickets kept there nights to keep guard over the contraband workmen, twenty to thirty of whom it took to carry on the works. They also stated that a large body of cavalry and infantry were encamped $1\frac{1}{2}$ miles from the works, and in squads all along the shore from Mount Pleasant to Santee. Having provided ourselves with axes and top mauls and eighteen Enfield rifles and the same number of revolvers, pistols, and cutlasses, with sufficient ammunition, we shoved off from the bark at 5 p. m. of the 9th. After entering Harbor Creek with muffled oars, we let the boats drift with the tide, it being young flood, and we were soon drifted far above the place which we intended landing at. The contraband pilot lost his reckoning, and we were obliged to pull back over 2 miles, which delayed us two hours, which, perhaps, was fortunate for us, as getting there too early might have cost us more trouble, as we found when we did arrive (which was nearly 1 in the morning) nearly all of them asleep. After pulling down one stream and drifting up another through the innumerable labyrinths of the marsh (which fronts the mainland in Bull's Bay), we at last saw the fires in full blaze not 50 yards ahead of us. Pulling cautiously up to the landing or marsh, we dispatched two of our best men to reconnoiter, who soon returned with information that the greater part of the hands were asleep under a shed and only one of the pickets on post. We now landed all our force but two, which we left to take care of the boats, marched up, secured the picket, and surrounded the workmen, who were half frightened out of their [wits], and told them if they made the least noise we would blow their brains out, and they remained as quiet as lambs. We then tore down the brick masonry and capsized nine boilers, each one of them full 20 feet in length and 4 or 5 feet in diameter, cut in two longitudinally, set over arches with chimneys 20 feet high. They were evidently old steam boilers. After cutting them each in several places

and completely demolishing the whole affair, we returned to our boats, and while crossing the marsh up to our middle in mud (many times) we were fired upon by six or eight persons from the woods, which were some 200 yards distant. We returned the fire, but hearing no more from them we kept on to the boats. Immediately afterwards three heavy guns were fired at three different points. By this time we had got into our boats. Very soon from forty to fifty mounted cavalry came riding down to the marsh and kept firing at where they supposed we were, for they could not see us, the level of the creek being at least 5 feet below the surface of the marsh, and tall grass over 4 feet high along the marsh, which completely hid us from them. This fact I was well aware of before I started on the expedition, or I would never have attempted it. The tide being ebb, we let the boats drift and kept loading and firing for a distance of over 2 miles from where we started, with what effect we could not tell. When we returned to the boats, Jacob Sherman (contraband) had left and was nowhere to be found. He was last seen talking with one of the women, who, he said, was his cousin. We landed at 12:40 and left at 2:10 and arrived at the bark at 7 o'clock in the morning, without the loss or wounding of a man. Jacob Sherman (contraband), who belonged to that place, left the boat against my orders.

I can not close this account without speaking in the highest terms of Acting Ensign Henry Eason and Acting Ensign James J. Russell, who carried out all my orders in the most satisfactory manner, and who also displayed indomitable courage when attacked by the enemy. It also affords me great pleasure to state that every man performed the part assigned to him with dispatch (having destroyed such large works in the short space of an hour and a half) and when fired upon returned every volley with spirit. I will here add that when I mentioned my intention of destroying the works, all the officers and men volunteered their services.

I am, very respectfully, your obedient servant,

W. R. BROWNE,
Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Accompanying this I send a copy of the Charleston Daily Courier of the 4th instant.

Letter of commendation from Rear-Admiral Du Pont, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. bark *Restless*.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 16, 1862.

SIR: I have received your interesting report of an expedition with the boats of the *Restless* under your command, undertaken to destroy certain salt works of the rebels back of Harbor Creek.

I congratulate you on your success and desire to express my commendation of yourself and, through you, of the officers and men who took part in the affair.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master W. R. BROWNE,
U. S. Bark Restless.

Abstract log of the U. S. bark *Restless*, Acting Master Browne, U. S. Navy, commanding.

December 9, 1862.—At 5 p. m. Messrs. Russell and Eason left ship with two armed boats and twenty men to reconnoiter about Harbor Creek.

December 10.—Messrs. Eason and Russell returned on board after having destroyed the salt works on Mr. Coleman's plantation in Harbor Creek.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. army transport steamer John Adams and U. S. S. Daffodil.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 10, 1862.

SIR: I have the honor to report the arrival here of the ferryboat *John Adams* on the 9th instant and of the tugboat *Daffodil* this morning.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, December 10, 1862.

Order the *Dandelion* to proceed to Port Royal and report to Rear-Admiral Du Pont.

GIDEON WELLES,
Secretary of the Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Report of Rear-Admiral Du Pont, U. S. Navy, stating the cause of delay in departure for the north of the U. S. S. E. B. Hale.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 10, 1862.

SIR: I had the honor on the 13th of November to inform the Department that I was sending the *E. B. Hale* north.

She left this port on her voyage, but was obliged to return disabled. To-morrow she will proceed to New York in tow of the *Bienville*.

I have forwarded to the Bureau of Construction and Repair a communication from her commanding officer, giving a statement of repairs necessary to be made on her, and beg leave to add that she is a most useful vessel on this station.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, relative to Confederate attack at Magnolia Springs, Fla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 11, 1862.

SIR: Your several interesting communications of December 1, 3, and 9 have been received to-day by the *Water Witch*.

Your course in reference to the destruction of boats on the St. John's, under the present circumstances, is approved. They were doubtless used by the guerrillas in carrying on their predatory warfare, and as such it was right and proper to destroy them.

I have read carefully your dispatch of the 3d instant referring to the treacherous conduct of a Mr. Benedict, the owner of the Magnolia Springs. If at the time of the occurrence Acting Master Watson had destroyed the property of this man, there would have been no ground of complaint, as his base conduct merited punishment, but as there is a possibility that he did not intentionally betray those who were trying to do him a kindness, I would not at the present time take any further steps in the destruction of his property.

I am dispatching a coal vessel to Fernandina, from which you can supply the *Cimarron* and the *Uncas* when necessary.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. WOODHULL,
U. S. S. Cimarron, St. John's [River, Florida].

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding affairs in the vicinity of St. John's River, Florida.

U. S. S. CIMARRON,
St. John's River, Florida, December 11, 1862.

ADMIRAL: The *Uncas* is just down the river. I extended our reconnaissance to Palatka, and the information we have obtained [as] to the disposition of the inhabitants along the river border and at that place is very satisfactory. There is a real Union feeling existing and a decided wish for the termination of the war. Very little now would give us the moral influence of the return of another State to the Union. All that is required is a show of force to at once bring about this desirable end. There is most certainly a reaction taking place as to the sentiments of the people.

I send the *Uncas* to Fernandina to convey Mr. Bryant, an agent of the Government, who has visited this region. He was up the river when the *Water Witch* left, and being very desirous to get North at the earliest possible moment to communicate the result of his mission personally to the President, I felt it a public necessity to advance him on his route without delay.

The *Cimarron* is in a bad condition. She leaks so badly we can scarcely keep dry the clothing and bedding of the crew. Her voyage to Fernandina has opened considerably her seams and the engine frame works dangerously. She is spreading very considerably, and I fear

the water, settling under her lining, will cause a rapid decay of material. I feel it a duty on my part to make this statement. Personally I can submit to all the inconvenience and discomfort of [which] the wet and damp incidental to a leaky ship necessarily imposes upon all, but for the sake of the service and for the preservation of the ship I really and truly believe she ought to be at once put in hands for repairs.

All is quiet in the river. I intend to make a voyage up to its farthest extent, or so far up as it will be safe for the *Cimarron* to venture. Mr. Bryant will see you and can inform you more in extenso as to everything in these parts. He is a man of clear observation, and has an extensive knowledge of the country, politically and socially.

The *Water Witch* furnished us very little help as to provisions. I have had to furnish the *Uncas* and feed about 100 refugees at Pilot Town. I shall not have sufficient provision on hand for all the demands upon it for a longer time than fifteen or twenty days at the outside.

Very respectfully, etc.,

M. WOODHULL,
Commander, Senior Officer, St. John's.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commander, etc.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to assume command at North Edisto, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 12, 1862.

SIR: You will please proceed with the *South Carolina* into North Edisto, relieving the *Unadilla* of the charge of those waters.

On your arrival there you will at once dispatch the *Unadilla* to this anchorage. Lieutenant-Commander S. P. Quackenbush will give you such information as his experience in those waters will enable him to communicate.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY.
U. S. S. South Carolina.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Taylor, U. S. Navy, commanding U. S. S. Housatonic, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 12, 1862.

SIR: You will proceed with the U. S. S. *Housatonic* under your command off Charleston and report for blockading duty to Capt. S. W. Godon, senior officer present.

On your way you will also tow a coal schooner, which will be sent alongside of you, to the anchorage off Stono, sending in by her the accompanying dispatch for Lieutenant-Commander Whiting.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain W. R. TAYLOR,
U. S. S. Housatonic.

Report of Captain Godon, U. S. Navy, regarding British war vessels off Charleston, S. C., and conference with their commanding officers.

U. S. S. POWHATAN,
Off Charleston, December 12, 1862.

ADMIRAL: I have to report that on the morning of the 7th instant I steamed out to speak a steamer to the southward and eastward, using English coal and standing inshore. I fired a shotted gun a mile distant from the stranger, when she stopped, and I passed close to her and communicated by means of a boat. She proved to be the British steamer *Cadmus*, Captain Ross.

Returning to my anchorage Captain Ross called on board and informed me that his object here was to convey any British subjects away that desired to leave Charleston, Lord Lyons having been informed by our Government of an intention to take that place.

He also informed me of the coming of a smaller steamer, the *Petrel*, to aid in this object, which vessel arrived on the 8th.

The British consul at Charleston, Mr. Bunch, visited the *Cadmus* that day, and on his leaving the following morning was saluted by that vessel with nine guns.

This morning a steam tug with the English flag at the masthead and a white flag forward came outside, was boarded by the *Canandaigua*, and by permission communicated with the *Petrel*. Shortly after the British frigate *Ariadne* arrived, which I boarded. Captain Vansittart, soon after anchoring, came on board. He sailed at sundown to join his admiral.

The *Petrel*, with the British consul from Savannah, left at 8 o'clock in the evening for New York.

My intercourse with the commanders of all these vessels was most friendly. Captain Ross visited me both days that he remained here, and I take this occasion to express myself much pleased with the official intercourse I had with him. His frank and open address left me nothing to desire in that respect, and his evidently earnest wish to conform to all the necessities of his position near the line of our blockade was particularly gratifying.

I mention this as you will readily understand that without such a disposition the presence of neutral men-of-war would prove greatly inconvenient to the blockading fleet at night.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Chief of Bureau of Equipment and Recruiting, regarding requisitions for coal.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 13, 1862.

ADMIRAL: I have to acknowledge the Bureau's communication of 29th ultimo, directing requisitions for coal to be made direct upon the Bureau, with duplicates forwarded to Captain Adams, U. S. Navy.

This squadron has heretofore been supplied by the Bureau of Construction and the Navy agents under a standing order for a certain number of tons per week. I have found this a better plan for keeping down the demurrage, and I herewith enclose the requisitions in this form. Our actual consumption at this moment is 950 tons per week, which may be called a thousand.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Rear-Admiral A. H. FOOTE,
Chief Bureau Equipment and Recruiting.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal Harbor of the U. S. S. Commodore McDonough.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 15, 1862.

SIR: I have the honor to inform the Department of the arrival here on the 11th instant of the U. S. gunboat *Commodore McDonough*, Lieutenant-Commander George Bacon.

She is a most valuable acquisition to this squadron.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, giving the disposition of the vessels of his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 16, 1862.

SIR: I have the honor to report the following positions of the blockading vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Off Bull's Bay, U. S. bark *Restless*.

Off Charleston, U. S. steamers *Powhatan*, *Canandaigua*, *Housatonic*, *Flag*, *Flambeau*, *Quaker City*, *Keystone State*, *Marblehead*, *Huron*, *Memphis*, *Stettin*, and schooners *G. W. Blunt* and *Para*.

Stono Inlet, U. S. steamers *Ottawa*, *Seneca*, and *Isaac Smith*.

North Edisto, U. S. S. *South Carolina*.

St. Helena Sound, U. S. bark *Fernandina*.

Wassaw Sound, U. S. S. *Conemaugh*.

Ossabaw Sound, U. S. steamers *Wissahickon* and *Dawn* and schooner *C. P. Williams*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*, bark *Braziliera*, and schooner *Norfolk Packet*.

St. Andrew's Sound, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Cimarron* and *Uncas*.

In Port Royal, most of them undergoing repairs or taking in supplies, U. S. S. *Wabash*, U. S. ship *Vermont*, U. S. steamers *Mercedita*, *Norwich*, *Unadilla*, and tugs *Dandelion*, *Daffodil*, *Pettit*, and *Rescue*, and U. S. gunboat *Commodore McDonough*.

The *Water Witch* and *Hope* are used as dispatch boats. The *Vandalia* is out on the outside blockade.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, to proceed for blockade duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 16, 1862.

SIR: As soon as ready for sea you will please proceed with the *Mercedita* under your command off Charleston and resume the blockade of that port, reporting to Captain S. W. Godon, of the *Powhatan*, the senior officer present.

You will take up with you a boat for the *Quaker City*, which will be sent alongside of you.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Captain H. S. STELLWAGEN,

U. S. S. Mercedita.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Whiting, U. S. Navy, regarding the U. S. S. Commodore McDonough.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 18, 1862.

SIR: I send the *Commodore McDonough* to Stono to relieve the *Seneca*. You will please dispatch the latter vessel to this port.

The *Commodore McDonough* is a formidable vessel, of light draft, and will be, I am sure, a valuable acquisition to your force, particularly for reconnoissance.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Lieutenant-Commander W. D. WHITING,

U. S. S. Ottawa, Stono.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to repair to Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 19, 1862.

SIR: On the arrival of the *Water Witch*, which vessel I send to relieve you, you will immediately repair to this anchorage with the *South Carolina*.

I have directed Lieutenant-Commander Pendergrast to transfer to your ship Acting Master Haffards, an excellent pilot in these waters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY,
U. S. S. *South Carolina*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding transfer of command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 20, 1862.

SIR: I am sending the *Norwich*, Commander Duncan, to relieve you in charge of those waters.

On his arrival you will please return with the *Cimarron* to this anchorage, giving, however, to Commander Duncan such information as your experience will enable you to furnish him.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. WOODHULL,
U. S. S. *Cimarron*, St. John's [River, Florida].

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Duncan, U. S. Navy, commanding U. S. S. Norwich, to proceed to St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 20, 1862.

SIR: You will please proceed with the *Norwich* under your command to St. John's River and relieve the *Cimarron*, Commander M. Woodhull, in charge of those waters.

On your way you will stop first at Wassaw and then at Ossabaw, conveying to each of these points officers ordered to the *Conemaugh* and *Wissahickon*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. DUNCAN.
U. S. S. *Norwich*.

Order of Rear Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 20, 1862.

SIR: You will please proceed with the U. S. S. *Unadilla* under your command off Charleston and report for blockading duty to Captain S. W. Godon, of the *Powhatan*, senior officer present.

You will also take several officers as passengers for vessels off Charleston, who will report to you for that purpose.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander S. P. QUACKENBUSH.
U. S. S. *Unadilla*.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting copy of consular dispatch regarding the steamer Cornubia.

NAVY DEPARTMENT, December 21, 1862.

SIR: I transmit herewith for your information a copy of a dispatch dated the 13th instant, addressed to the Secretary of State by the U. S. consul at Bermuda, in reference to the steamer *Cornubia* and her supercargo, named Stiles, who is said to have been formerly U. S. consul at Vienna.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Port Royal, S. C.

[Enclosure.]

No. 47.] CONSULATE OF THE UNITED STATES OF AMERICA,
At Bermuda, December 13, 1862.

SIR: The steamer *Cornubia*, Captain Burroughs, left here to-day for Charleston with a cargo from the steamer *Justitia*, reported as general merchandise.

She has as supercargo one Stiles, who represents himself as a native of South Carolina and formerly U. S. consul at Vienna, and at one time serving as an officer in the U. S. Navy. He appears to have full control of both the steamers *Justitia* and *Cornubia*, and is reported as their owner, but his name does not appear on their registers. He claims to be familiar with the channels to the port of Charleston, and is the only person on board who can act as pilot there. They take with them from here a Bermuda pilot, promising to return him within four weeks. The *Cornubia* is a steamer well adapted to run the blockade, and undoubtedly faster than any vessel previously here. I think it is their intention to take from here the cargoes of the *Harriet Pinckney*, the *Justitia*, and another steamer which they are soon expecting.

I am, sir, your obedient servant,

C. M. ALLEN,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary of State, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, for the assignment of Acting Volunteer Lieutenant Cate, U. S. Navy, to the command of U. S. S. Hendrick Hudson.

NAVY DEPARTMENT, *December 21, 1862.*

SIR: On the arrival of the U. S. S. *Hendrick Hudson* you will detach Acting Volunteer Lieutenant David Cate from the bark *Restless* and assign him to the command of that vessel.

Acting Master John E. Giddings, who takes out the *Hendrick Hudson*, can be transferred to the command of the *Restless*, unless you have some other officer in view who you think is better entitled to it and would be more efficient. In the latter event Acting Master Giddings can be given some appropriate position in the squadron.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. bark Kingfisher.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 22, 1862.

SIR: I have to report the arrival yesterday of the bark *Kingfisher*, Acting Master Commanding Dutch.

I had this morning to sign large requisitions from her for stores in the various departments, canvas, rigging, etc., and, although she left Boston this month, the paymaster sent in requisitions for woollen clothing, including pea-jackets, for the crew.

I think it is to be regretted that a vessel direct from a navy yard should have to be supplied immediately from our resources here, which resources must be necessarily limited; some of her requirements we are unable to supply in any degree.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, in reference to two rebel steamboats in the St. John's River.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, December 22, 1862.

SIR: I enclose for your information a report* from Lieutenant-Commander Earl English in reference to two rebel steamboats in the St. John's River. As the St. John's River is within the limits of your

* Not necessary to publish.

station, and you have a force at the mouth of that river, I deem it best to refer the subject to you.

I have the honor to be, respectfully, your obedient servant,

THEODORUS BAILEY,

Acting Rear-Admiral, Comdg. East Gulf Blockading Squadron.

Rear-Admiral S. F. DU PONT.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding affairs pertaining to his command.

Private and confidential.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 22, 1862.

MY DEAR FRIEND: I am grumbly to-day, so I let off to you privately, for I think it mean to be complaining officially, when I know the Department is not only doing its best, but doing so much. There has been nothing like it in the history of navies before. Still mistakes will occur with us all and matters beyond our control, so in this spirit I jot down, and I want you to give my suggestions such direction as your judgment will approve.

1st. This ship, by her order, discipline, and efficiency, is the leaven which leavens the whole squadron, morally and materially; she is our bulwark. But, without intending to do so, you have upturned our engine room and relieved our regular engineers by volunteer engineers, inferior even in their class. Then, the chief engineer, who has been doing the duty of fleet engineer since Mr. King left the ship with uncommon zeal, efficiency, and pride, has to give way to the engineer of the *Canandaigua*, who has not his experience or knowledge. A volunteer engineer, who went home in the *Vixen* as a third assistant, is ordered to this ship as second assistant, and comes in after the chief engineer.

I have, therefore, to request that the engineers of this ship be regular officers, and that Mr. McCleery be retained in his present position, or that a fleet engineer, senior to all in the squadron, be ordered out. The young men who are ordered home for their examination are desirous to return, so far as they can be fitted in after their examination. They are very clever.

2d. We are sorely tried by the withdrawal of the supply ships before others were ready. The *Circassian* was sent away in great confusion. She brought no fresh provisions, lost things, and gave us neither comfort nor satisfaction in any way. Her commander seems very anxious to have things right, but the ship is not well suited; she is too long, too narrow, and too deep.

West writes that the work does not progress on the *Massachusetts*, and he is disheartened. I trust the yard will receive some special order about her. We are suffering a good deal personally as well as publicly for want of this ship. This is the coldest winter known here for some years, and I have no fire; asked for a carpet, which was immediately ordered and made, but that was the end of it; we can not get it out. Oh, those yards! Please think of the *America*, too; they miss her much inside the Rattlesnake.

Please [do] not send any more officers down until required. I am sorry to observe the standard getting lower and lower.

3d. The fleet paymaster is all well enough as a general rule; the principal duty is now done by my staff and Mr. Isaacs, but Cunningham will fill it well. I hope, however, that you will not send an assistant paymaster to this ship, to play backgammon and occupy the room of some workingman. There is nothing in the world for such an officer to do, for Mr. Cunningham is in no manner crowded by his work.

4th. We get no prize crews returned, which is one reason why I had to ask for men. I am working in all the contrabands I can. I am fortunate in having Reynolds on the *Vermont*, who is kind to them.

5th. Many thanks for that bouquet of tugs—*Daffodils* and *Dandelions*; they circulate like our life's blood, and are invaluable.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Hon. G. V. Fox,
Assistant Secretary of the Navy.

Report of Acting Master Moses, U. S. Navy, of the capture of two men from the U. S. S. Fernandina, up the Ashepoo River, South Carolina, December 22, 1862.

U. S. BARK FERNANDINA,
Port Royal, January 1, 1863.

SIR: I regret to report to you the loss of two men belonging to this vessel, who were taken prisoners by the rebels at Bennett's Point (Ashepoo River) on Monday, December 22, 1862.

Enclosed please find the report* of Acting Master R. B. Hines, who was in charge of the schooner and men, giving his statement of their capture.

I am, sir, most respectfully, your obedient servant,
EDWARD MOSES,
Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Abstract log of the U. S. S. Fernandina, Acting Master Moses, U. S. Navy, commanding.

December 21, 1862.—At 2 p. m. the second cutter left the ship for Port Royal with the mail; the schooner *Wild Cat* left for Ashepoo River in charge of the executive officer, also third cutter and 8 men.

December 22.—At 9:30 a. m. heard firing from the schooner; immediately sent first cutter with 13 armed men, in charge of Acting Master's Mate J. B. Henderson, to ascertain the cause of the firing. From meridian to 4 p. m.; Mr. Henderson returned with third cutter; reports the capture by the rebels of William Lahey and Thomas Crummy. From 4 to 6, sent third cutter to the schooner. From 6 to 8, third cutter returned from the schooner and reports her ashore.

*Not necessary to publish.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Memphis.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 24, 1862.

SIR: You will please proceed with the *Memphis* under your command off Charleston for blockading duty, reporting to Captain S. W. Godon, of the *Powhatan*, senior officer present.

You will also tow the buoy schooner *Steele* off Stono.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Lieutenant P. G. WATMOUGH,
U. S. S. *Memphis*.

Order of Acting Rear-Admiral Bailey, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to Aspinwall and offer convoy to California mail steamers.

FLAGSHIP ST. LAWRENCE,
Key West, December 24, 1862.

SIR: Information having reached me that a California mail steamer has been captured by the rebel steamer *Alabama*, and having reason to believe that the California mail steamers, with their passengers, treasures, and mail, are endangered, you will proceed immediately to Aspinwall and offer convoy or such other assistance to such steamers as may be necessary.

If your convoy is accepted, you will proceed so far north as in your judgment may be necessary to insure the safe arrival of the convoyed steamer at the port of New York. After the performance of this duty, you will proceed in accordance with your former instructions.

Very respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, Comdg., East Gulf Blockdg. Squadron.

Commander E. G. PARROTT,
Commanding U. S. S. *Augusta*.

Letter of Acting Rear-Admiral Bailey, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, regarding his order to the U. S. S. Augusta to perform convoy duty.

FLAGSHIP ST. LAWRENCE,
Key West, December 24, 1862.

SIR: The California steamer *Ariel* arrived here on the evening of the 22d, having been captured and ransomed by the *Alabama*. The *Ariel* came in to coal and to ask convoy for the next steamer that should leave Aspinwall for New York with treasure.

I had no vessel in port suitable for the purpose, but the *Augusta*, of your squadron, arriving yesterday, I have directed Commander Parrott to proceed with her to Aspinwall and to offer convoy so far north as he deemed essential for the safe conduct of the California steamer,

and thereafter to proceed in accordance with the orders from yourself already received by him. I have reported these facts to the Department, and hope this deviation of the *Augusta* will meet your approval.

Your obedient servant,

THEODORUS BAILEY,

Acting Rear-Admiral, Comdg. East Gulf Blockdg. Squadron.

Rear-Admiral S. F. DU PONT.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., December 25, 1862.

SIR: As soon as you are ready for sea you will proceed with the *Seneca* under your command to Ossabaw and relieve Lieutenant-Commander J. L. Davis, of the *Wissahickon*, in the charge of the blockade of those waters.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. GIBSON,
U. S. S. Seneca.

Report of Acting Master Browne, U. S. Navy, commanding U. S. bark Restless, regarding the disposition of the sloop Susan McPherson.

U. S. BARK RESTLESS,

Bull's Bay, December 26, 1862.

SIR: I would most respectfully report to you the bad condition of the captured sloop *Susan McPherson*, now riding at anchor 300 yards N. N. E. from the light-house on Bull's Island. I have examined her, and find her very much out of repair, her mast defective in the partners, sails entirely worn out and so rotten they can not be hoisted up. I have therefore used her as a guard vessel since the 15th instant, by placing Acting Ensign J. J. Russell and 8 men in her nights, with the enclosed instructions. He has a very fine boat, formerly belonging to the U. S. S. *Ellen*, for boarding purposes, if necessary. She completely blocks up this passage, while in good weather I can lie outside and prevent anything passing in or out of the Santee by the south side of Cape Roman. I have made this arrangement because we have, I presume, one more than our complement of officers and extra contrabands, and by having this vessel inside while we are out makes the chance better for preventing vessels running in by the north channel of this bay, where the *Scotia* attempted in October last.

Should this meet your approval, I will continue to carry out this plan.

I am, sir, very respectfully, your obedient servant,

W. R. BROWNE,

Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Gregory, U. S. Navy, regarding transportation of rafts and shells to Port Royal, S. C.

NAVY DEPARTMENT, *December 27, 1862.*

You will please make such arrangements as are necessary to carry the rafts and shells to Port Royal. A steamer better be chartered by the day, as Rear-Admiral Du Pont will probably wish to move them after their arrival.

Someone ought to go out with them who understands their use and can take care of them until Chief Engineer Stimers arrives. I need hardly remind you of the anxiety of the Department to get off the next two or three ironclads, since so much depends on them.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY,
New York.

[Telegram.]

NAVY DEPARTMENT, *December 27, 1862.*

Send to the *New Ironsides* at Hampton Roads two of the best Charleston pilots that can be obtained.

GIDEON WELLES.

GEO. W. BLUNT,
New York.

Report of Commander Woodhull, U. S. Navy, of the transfer to Commander Duncan, U. S. Navy, of the command in St. John's River, Florida.

U. S. S. CIMARRON,
At Sea, December 27, 1862.

ADMIRAL: I have the honor to report that, agreeably to your order, received on the 25th instant, I have transferred to Commander Duncan all matters connected with this part of the blockade, and made him acquainted with everything relating to the river and the system of control it has been deemed prudent to adopt.

I am happy to state that up to the time of my sailing everything remained quiet, and, so far as it is possible by a vigilant supervision to judge, there need be no apprehension of any sudden or violent derangement on the part of the enemy of this satisfactory condition of affairs.

I was unable to effect the shipment of the contrabands as you directed. Most of those at the colony are either old men or disqualified by some imperfection which the surgeon of the *Cimarron* considered of such a nature as would not permit him to pass. The residue are women and small children, besides some 30 whites, composed alike of men, women, and children. I would recommend the removal of these people as soon as practicable, as, with all vigilance and care, there is still danger of a raid on them by parties of regulators from the mainland. The transmission to some military post would also

make these poor people more satisfied and confident, besides giving them a larger field for their industry than is at present afforded.

The arrival of Captain Duncan was very opportune, as we and the *Uncas* had only about three days' provisions left for all hands.

I am, sir, very respectfully, etc.,

M. WOODHULL,

Commander, Senior Officer, St. John's.

Rear-Admiral S. F. DU PONT.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, regarding the seizure of cotton.

U. S. S. CIMARRON,

At Sea, December 27, 1862.

ADMIRAL: It was necessary during the continuance of the colony at Pilot Town to guard them from a surprise by the rebels, and in order to do this effectually I had the country contiguous regularly scouted by armed parties from the *Cimarron*. On one of my reconnoissances we had pushed our way over to Fort George Island, [Florida]; near the inlet we discovered quite an extensive plantation. On examining some of the outbuildings there was found a large quantity of cotton; of course we did all we could to get it away, but after three days' hard work, carrying it nearly 10 miles through mud and water, we only succeeded in bringing off some 3,000 pounds, but this is all sea-island (and all there was of this kind). We left some upland, say 2,000 pounds, which we undoubtedly would have in time secured had not your orders relieving me interrupted my labors. I informed Commander Duncan of all the particulars, which, if he is enterprising, he will take advantage of. I also found two new carts, which I brought off, and have them and the cotton on board this steamer. I am at a little loss as to what ought to be done with a capture made under the above circumstances.

Will you please instruct me as to the proper disposition of it?

I am, very respectfully, your obedient servant?

M. WOODHULL,

Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Abstract log of the U. S. S. Flambeau, Lieutenant-Commander Upshur, U. S. Navy, commanding.

December 27, 1862.—At 9:30 a. m. communicated with the *Restless*, which wished to be towed into Bull's Bay. At 10:35 came to in Bull's Bay. Armed and equipped first and second cutters and sent them, in company with two boats from the *Restless*, to reconnoiter Bull's Island and see if any rebel pickets were stationed there. At 2:50 the cutters returned, having abundant traces of the enemy having been there lately. At 2:55 steamed toward the bay.

December 28.—At 11 a. m. sent the first cutter with an armed crew and 70 pounds of powder to destroy the fort on Bull's Island. At

1 p. m. the boat returned, having destroyed the magazine, shell room, and set fire to all the woodwork.

December 31.—At 3:20 p. m. passed the outer buoy and steamed into Port Royal Harbor.

Abstract log of the U. S. bark Restless, Acting Master Browne, U. S. Navy, commanding.

December 27, 1862.—Sent armed boats to Bull's Island to reconnoiter.

December 28.—Sent two boats to Bull's Island, with 23 men fully armed, in charge of Messrs. Eason and Russell, to destroy rebel batteries. Boats returned, having set fire to battery on Bull's Island in concert with a company from the *Flambeau*.

December 29.—Mr. Hicks with 6 men left ship to reconnoiter around Bull's Island.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. ship Vandalia, regarding the cruise of that vessel on the outside blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 29, 1862.

SIR. I have the pleasure to acknowledge the receipt of your very interesting report* of the 22d instant of the cruise of the *Vandalia*, under your command, under my orders of the 17th November and December 2. The object having been, while carying on an outside line of blockade on the coast, to give at the same time the benefit of practical experience to the young officers of this squadron, who have recently graduated from the Naval Academy, I desire to say that you have performed this interesting duty to my entire satisfaction.

The character of this coast at this inclement season, unusually boisterous while you were out, involving the care of a sailing ship on a lee shore, in shoal water, both underway and at anchor—circumstances which you availed yourself of with skill and boldness—will have imparted experience to these gentlemen of the utmost value.

The chart, showing the tracks of the *Vandalia* during this cruise, executed by yourself with so much skill as a draftsman, has also been received. I purpose sending it with your report to the Navy Department, accompanied by a request to the honorable Secretary that they may be forwarded to the Naval Academy, where both will doubtless be received with interest.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. Ship *Vandalia*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. ship Vandalia, to proceed to New York for repairs.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 29, 1862.

SIR: When the *Vandalia*, under your command, is ready for sea, you will proceed with her to New York and report your arrival to

* Not necessary to publish.

Rear-Admiral Paulding and through him to the honorable Secretary of the Navy.

I am sending this ship to the north, as you are aware, because she needs repairs, having, moreover, a bad leak in the magazine, and also because she has been a year on this station and the crew should have some relief.

Should the weather or other circumstances render it necessary, you may run into the Delaware Breakwater and proceed to Philadelphia, instead of New York, if you deem it best, in that event reporting to Commodore Stribling.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander M. B. WOOLSEY,
U. S. Ship Vandalia.

Report of Acting Master Sherrill, U. S. Navy, commanding U. S. bark Roebuck, regarding the capture of the British schooner Kate.

U. S. BARK ROEBUCK,
Apalachee Bay, December 29, 1862.

SIR: I have the honor to inform the Department of the capture of the whitewashed English schooner *Kate* on the 27th instant (formerly the *Elizabeth Bussell*, of Key West), 93 tons, E. M. Jefferson, master, fifteen days from Havana, with a cargo of salt, coffee, copperas, and liquors, while attempting to run into St. Mark's River.

When first discovered she was steering for the bar at the entrance of the river. As soon as I got within range I fired a shot across her bows, when she hauled off and set the English red ensign. On being boarded, the master said he was bound for Matamoras, via New Orleans; that his vessel was leaking badly, and he was endeavoring to make Apalachicola to repair damages. An examination, however, proved her to have been scuttled. After the hole was plugged up the leak entirely ceased.

No manifest or charter party was found among her papers. Being convinced of her intention to run the blockade, I seized her as a prize, and yesterday, the 28th, dispatched her to Key West in charge of Acting Master J. Folger and a prize crew of six men (with her former master and two of his crew) for adjudication.

Herewith I enclose a complete list of the officers and crew of this vessel at the time of capture.

I have the honor to be, very respectfully, your obedient servant,
JOHN SHERRILL,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Duncan, U. S. Navy, directing that the U. S. S. Uncas be dispatched for convoy duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 31, 1862.

SIR: I send the schooner *John Price* with 80 tons of coal for your use in the St. John's.

She has been chartered for the purpose of bringing yellow-pine lumber from the St. John's River or Nassau Inlet [River] to this place.

Master Sears, of the schooner, will show you the agreement under which he acts, and which explains itself.

After this charter had been made General Brannan informed me that he wished to send three schooners to Nassau River, also after lumber, and desired the protection of the *Uncas* for this purpose, to which I assented.

These schooners, together with the *John Price*, will be towed off St. John's by an army steamer. You will, therefore, as soon as possible, take the coal from the *John Price* and dispatch the *Uncas* to convoy her and the army schooners to Nassau Inlet and protect them there.

You will direct Acting Master Watson to use every caution in this expedition. The lumber is said to be at Holmes' Mills.

I intend to send shortly another schooner for the lumber on the St. John's.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. M. DUNCAN,
U. S. S. Norwich, St. John's River.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Browne, U. S. Navy, approving the disposition of the sloop Susan McPherson.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 31, 1862.

SIR: Your communication of the 26th instant, referring to your disposition of the prize sloop *Susan McPherson*, has been received.

The vessel being evidently not fit to proceed to sea, you have appropriated her to the best purpose, and I entirely approve of your action in the matter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master W. R. BROWNE,
U. S. Bark Restless, Bull's Bay.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 1, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Off Bull's Bay, U. S. bark *Restless*.

Off Charleston, U. S. steamers *Powhatan*, *Canandaigua*, *Housatonic*, *Mercedita*, *Flag*, *Quaker City*, *Keystone State*, *Flambeau*, *Marblehead*, *Huron*, *Unadilla*, *Memphis*, *Stettin*, and schooners *G. W. Blunt* and *Para*.

In Stono Inlet, U. S. steamers *Ottawa*, *Commodore McDonough*, and *Isaac Smith*.

North Edisto, U. S. S. *South Carolina*.

St. Helena Sound, U. S. bark *Kingfisher*.

Wassaw Sound, U. S. S. *Conemaugh*.

Ossabaw Sound, U. S. steamers *Seneca* and *Dawn*, and schooner *C. P. Williams*.

Guarding at St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*, bark *Braziliera*, and schooner *Norfolk Packet*.

St. Andrew's Sound, U. S. barks *Midnight* and *Fernandina*. and U. S. S. *Mohawk*.

St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, part of them undergoing repairs and taking in provisions, the U. S. S. *Wabash*, U. S. ship *Vermont*, U. S. S. *Wissahickon*, U. S. bark *Fernandina*, and tugs *Dandelion*, *Daffodil*, *Pettit*, and *Rescue*. The *Water Witch* and *Hope* are used as dispatch vessels.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the departure for Philadelphia of the U. S. S. Cimarron.

[No. 4.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 1, 1863.

SIR: I am dispatching to-day the *Cimarron*, for causes stated in the accompanying survey (marked No. 1). I have spared her with reluctance, in consequence of her light draft, but could not tell at what moment the defects represented might become serious.

I have thought it best to send her to Philadelphia, as the hull and engine were built in the neighborhood.

The *Cimarron* can carry a heavier battery (broadside) than she has at present, should the Department be disposed to increase her armament.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, commanding East Gulf Squadron, acknowledging communication regarding the departure of the U. S. S. Augusta for Aspinwall.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 1, 1863.

ADMIRAL: I duly received your communication of 24th ultimo informing me of the capture and ransom of the *Ariel*, and of your having

sent the *Augusta*, of this squadron, to Aspinwall, which I am much pleased at your doing.

I have also to acknowledge the receipt of your dispatch of the 22d ultimo, covering a report* from Lieutenant-Commander English in reference to two small steamers in the St. John's River. We were aware of the existence of these vessels when the St. John's was ascended to Dunn's Lake, where we raised the yacht *America*.

I am pleased to hear you are at work on the Indian River traffic.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Rear-Admiral T. BAILEY,

Commanding East Gulf Blockading Squadron, Key West.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the Chief of Bureau of Ordnance, regarding measures for an accumulation of ordnance stores.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 2, 1863.

SIR: I am in receipt of the Bureau's communication of the 19th ultimo, referring to return of some mortar shells. As I informed the Bureau we were stowed to our utmost capacity previous to the receipt of the 1,380, having 800 for each mortar, and the freight home (\$100) was less than the demurrage would have been by the detention necessary to unload the vessel.

Should an accumulation of ordnance stores be necessary, I do not yet see that a suitable provision for such can be made here, afloat or ashore. The hulk of some sailing man-of-war would answer best, I think.

I take occasion to thank the Bureau for its prompt attention to our wants. The ordnance officer, Lieutenant Mackenzie, is paying full attention to his duties and everything is properly cared for and systematically arranged in the ordnance department of the fleet.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. A. DAHLGREN,

Chief, Bureau Ordnance, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the command of the U. S. S. Hendrick Hudson.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 2, 1863.

SIR: I have the honor to acknowledge the Department's dispatch of December 21, 1862, directing me, on the arrival of the U. S. S. *Hendrick Hudson*, to detach Acting Volunteer Lieutenant David Cate from the bark *Restless*, and order him to the command of the *H. Hudson*, and further to transfer Acting Master J. E. Giddings to the *Restless*, etc.

* Not necessary to publish.

Acting Volunteer Lieutenant David Cate is not in this squadron. The *Restless* was under the command of Acting Volunteer Lieutenant E. Conroy, who, however, has gone north under orders from the Department, and that vessel is now commanded by Acting Master W. R. Browne, sent out by orders of the Department, and thus far he has proved himself to be an efficient officer.

The steamer *Hendrick Hudson* has not arrived at Port Royal.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Baker,
U. S. Navy, commanding U. S. schooner America.*

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 3, 1863.

SIR: You will please proceed with the *America* under your command, without delay, off Charleston, and report for blockading duty to Captain S. W. Godon, senior officer present.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Acting Master J. BAKER,

U. S. Schooner America, Port Royal.

Capture of the Confederate sloop Mercury, off Charleston, S. C., January 4, 1863.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY,

Off Charleston, S. C., January 4, 1863.

SIR: This morning at about 2 o'clock I discovered a small sail coming out from Charleston, standing to the eastward, and at the time near the *Memphis*. Sent up a signal rocket, slipped, and steamed to the vessel, the *Memphis* accompanying in the chase.

On boarding the vessel she proved to be the rebel sloop *Mercury*, of Charleston, and bound to Nassau, New Providence. She was without a flag, but I found quite a large mail on board, which is sent you herewith. Her cargo consists of 17 barrels of spirits of turpentine.

A Major Reid Sanders, of the Confederate Army, and a son of George N. Sanders, formerly navy agent at New York, is also on board.

By your order I have cut away her mast to prevent her being noticed from the shore, and she now awaits your order.

Enclosed herewith I send a correct list of the officers and crew of this vessel.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,

Commander, U. S. Navy.

Captain S. W. GODON,

Senior Officer Blockading Squadron off Charleston, S. C.

Report of Captain Godon, U. S. Navy, commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Off Charleston, January 4, 1863.

SIR: I have to report that at 2 o'clock this morning the *Quaker City*, Captain Frailey, discovered and captured a small sloop, the *Mercury*, attempting to break the blockade. A considerable mail was found in her. The capture is of some importance.

Major Reid Sanders, son of George N. Sanders, former navy agent in New York, and now agent abroad for the Confederate Government, is on board.

Many of the papers point to objects of much interest, among others to the fitting out abroad of iron vessels. I send a letter to Major R. Sanders from his father [found] on the cabin floor, which alludes to this project, and also the contract between Major R. Sanders and Mr. Harris, of the *Mercury*. These papers tell their own story.

The captain of the sloop is Mr. Harris, who seems to have desired to fall into the hands of the squadron, but I prefer not to speak of his intentions in this letter, as he will detail them to you. I send the vessel to you at once in tow of the *Hope*.

I am, sir, very respectfully,

S. W. GODON,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

P. S.—Mr. Harris has been in our service of late. If his statements are reliable, he can give much information of value, and no publicity should be given to his capture that can be avoided.

He informed me of Major Sanders being on board under the assumed name of George Sharrer, who, of course, is anxious not to appear by his own name, and Harris is not in any way to be supposed as having pointed to him. I herewith enclose Captain Frailey's report.

Respectfully,

S. W. GODON,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Among the public papers is a cipher and key to the same.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting captured dispatches.

No. 15.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 8, 1863.

SIR: I have the honor to inform the Department of an important capture, made on the morning of the 4th instant off Charleston.

About 2 o'clock on the morning of the 4th the *Quaker City* discovered a small sloop coming out of Charleston and succeeded in taking her. On boarding the vessel it proved to be the rebel sloop *Mercury*, bound for Nassau or Halifax, having on board Major Reid Sanders, son of

George N. Sanders, formerly navy agent in New York, and now agent abroad for the Confederate Government. He was on board under the assumed name of George Sharrer.

There was also taken a considerable mail, containing, in a tin box, dispatches from the Confederate Government to its ministers abroad, which I send in the condition in which they were delivered to me. There were besides, numerous letters addressed to various parties, which are also herewith forwarded, and among them a communication addressed to the London Times for publication, to which I would call the attention of the Department.

But, as most important of all, I enclose herewith (marked No. 1) a letter in pencil from George N. Sanders to his son Reid, referring to six ironclad vessels of the former, and directing his son to impress upon Mr. Mason the absolute importance of hastening them forward as the only thing that offers succor and relief; that Sinclair's and Bulloch's steamer only preys upon commerce, but that more is wanted now, adding, "We want succor or we must die." Another letter (marked No. 2) is also enclosed, being the contract between Major Reid Sanders and the master of the *Mercury*.

I deem these dispatches of too much importance to trust to the mail, and I have therefore directed my flag-lieutenant, S. W. Preston, to take charge of them in person. Will the Department please see that he returns as soon as possible to this vessel?

Lieutenant Preston will explain in detail how the mail fell into our hands. Major Sanders, who had charge of it, thinks it was thrown overboard, and I submit that he should not be undeceived by the publication in our papers that the official dispatches were taken as well as the ordinary mail. He is at present on the *Powhatan*. The captain, Harris, is here, and I thought it best that he should be sent north in the *Blackstone*, one of our own vessels.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of Confederate dispatches and prisoners.

FLAGSHIP WABASH,

Port Royal Harbor, January 13, 1863.

SIR: In my communication of the 8th instant I had the honor to report to the Department the capture of the rebel sloop *Mercury*, with important dispatches, which, doubtless, have already been delivered by Mr. Preston, my flag-lieutenant.

The master of the sloop, A. G. Harris, I send to Hampton Roads in the steamer *Blackstone*, with orders to Acting Master Berry to transfer him to the flagship of Rear-Admiral Lee, there to await the disposition of the Government. I deemed it better to have him placed on board of a vessel of war at the roads than to send him to New York. Rear-Admiral Lee has been advised of this arrangement.

Harris was formerly in the service as an acting master's mate (so he states), but when captured was a private in the Confederate Army; at

all events is so named in the enclosed pass (marked No. 1), voluntarily placed in my hands. He desires to call at the Navy Department. He thinks he can give important information which might secure the arrest or capture of G. N. S. He has spoken here of the defenses of Charleston, but his statements are wild and frequently inconsistent.

Major Reid Sanders, or as he calls himself, George E. Sharrer, with two other persons taken on the *Mercury*, will be sent north in the *Courier*.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, forwarding to the Department articles surrendered by the master of the prize.

No. 30.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 22, 1863.

SIR: The Department has already been informed of all the particulars of the capture of the rebel sloop *Mercury*.

After the captured mail had been sent north, the master, A. G. Harris, voluntarily gave up to me the enclosed bill of exchange for £85 15s. in favor of George N. Sanders, and a gold pencil, upon which is engraved the name of R. Sanders, stating that just before the capture they had been delivered to him by Major Reid Sanders (calling himself Shearer, or Sharrer) for safe-keeping and to avoid detection.

As this individual persisted in styling himself Shearer, I did not hand the same over to him, and now send them to the Department for its disposition.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting letter from Arnold Harris, master of the captured sloop.

No. 83.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 16, 1863.

SIR: I have the honor to enclose (marked No. 1) a communication to Commander C. R. P. Rodgers from Arnold Harris, who was the master of the sloop *Mercury*, captured off Charleston with important dispatches.

The Department is better informed than myself as to the previous connection of Mr. Harris with the Navy and in what light he should be viewed, but the important service rendered by him in preventing the destruction of the rebel dispatches would seem to entitle him to some consideration.

I am sure that neither Admiral Lee nor the commander of the *Brandywine* would, any more than myself, use toward this individual any unnecessary harshness.

If his statement be correct his present position is that of a deserter from the Confederates, and I so treated him, but, as I said before, the Department may have information which places him in an entirely different position.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SHIP BRANDYWINE,

Hampton Roads, February 4, 1863.

SIR: I hope you will pardon me for addressing you, but having no other way to make my condition known I have resorted to this.

Since my arrival here I have been closely confined on this vessel and denied the most trifling privileges of a prisoner of war, having a guard placed over me at all times. I am almost destitute of clothing, and as for food, I have to live off the refuse of the sailors. After what I have undergone for the Government, risking my very life—aye neck—accomplishing considerable, and wishing to accomplish more, I think the treatment that I am receiving is rather severe. What I wish is to see the Secretary of the Navy and get permission to carry out the remaining part of my project, viz, the capture of George N. Sanders, which I am confident that I can accomplish, together with all the documents that are in his possession.

If you will be kind enough to mention this to the admiral you will confer a great favor upon me.

I am, very respectfully, your obedient servant, etc.,

ARNOLD HARRIS.

Captain RODGERS,

Fleet Captain, S. A. Blockdg. Squadron, U. S. Frigate Wabash.

Certified statement of the mate of the prize regarding the connivance of her commanding officer in her capture.

LONDON, *March 30, 1863.*

This is to certify that I was mate of the yacht *Mercury*, commanded by Captain Arnold [G.] Harris and owned by Major Reid Sanders. Said yacht was captured by the Yankee blockading squadron on the morning of the 4th of January. The dispatch or mail bag, with heavy weight, was lowered into the water by myself and I saw it until it disappeared into 14 fathoms of water. Major Sanders and myself supposed that all the letters and dispatches were in the bag thus sunk, but to our amazement we afterwards found out that Captain Harris had abstracted from the bag a tin case containing some dispatches which he delivered to the captain of the *Quaker City*. Captain Harris maneuvered the yacht from the beginning in such a manner as to insure her capture. After the capture Captain Harris was separated from us and was sent north, as we supposed, with his reward. Captain

Harris had not the power to take the entire bag or no doubt he would have done so. Major Sanders had not the slightest suspicion of his infidelity, hence his ability to abstract a part of the dispatches, which, besides, he must have done while we were all asleep in the night of the 3d of January. Except for the foul play of Captain Harris in the maneuvering of the yacht there is scarcely a doubt but that we would have successfully run the blockade.

WILLIAM RENSHAW,
Mate of the Mercury.

Witnesses to signature of Mr. Renshaw:

J. PHAW,
J. H. SOHLER.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of the U. S. schooner America.

No. 12.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 5, 1863.

SIR: I have the honor to report to the Department the arrival here of the yacht *America* on the 3d instant, and of the U. S. ship *Courier* yesterday morning, the 4th instant.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Duncan, U. S. Navy, transmitting report of Acting Master Watson, U. S. Navy, commanding U. S. S. Uncas of the convoying of army transports to Nassau Mills, Fla., for the purpose of obtaining lumber, January 5-7, 1863.

U. S. S. NORWICH,
St. John's River, Florida, January 12, 1863.

SIR: I have to acknowledge the receipt of your instructions of December 31, 1862, in relation to the schooner *John Price*, and would say that she arrived here on the 8th. I dispatched the *Uncas*, as you will see by my letter of the 8th; she returned in company with the army steamer *Cosmopolitan*. For an account of her operations I respectfully refer you to the report of Acting Master Watson. The army boat *Cosmopolitan* grounded coming in and I have made out to get her off after several trials. She will leave for Port Royal to-day. She is now loading with small lumber. I shall, as soon as she leaves, proceed to take the coal from the *John Price* and shall load her with what is left. It will be enough for ballast. There are some very large logs here, but I can not place them on board of this schooner, as she has no cargo port.

Captain Correll [I. Coryell], of the Army, told me this morning that he would divide with you what lumber he has on his steamer.

I remain, very respectfully, your obedient servant,

J. M. DUNCAN.
Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

U. S. S. UNCAS,
St. John's River, January 8, 1863.

SIR: I have the honor to report, in obedience to your order of the 5th instant, I proceeded to Nassau River and rendered such protection as was in my power to the army transports comprising the expedition. While proceeding up the river, and about 6 miles inside the bar, grounded on a sand bar, where we lay twenty-four hours, straining [the] vessel badly. Discovered the same night (while aground) a large fire in direction of the Nassau mills, which afterwards proved to be the fire that destroyed the lumber we were after. On arriving at the mills found the two mills standing safely, also a huge pile of cinders still throwing up large volumes of smoke and flames, also John Holmes, the owner of the property, with a white flag, asking for the protection of the mills. Finding that all the lumber had been destroyed, I returned to the transport and reported to the officer in charge, when we all started down the river. The tide being down, and my pilot not very well acquainted with the channel, grounded the second time, the transports passing within 10 yards of me, safe and with plenty water, until passing a high bluff I discovered the rebels had opened fire on them with musketry. They (the rebels) being in easy range of my guns, I immediately opened on them and fired very rapidly, until I was satisfied they had been driven off. They did not fire a shot after my third shell, which fell in the thicket they were firing from and exploded and no doubt with good effect. I got the vessel afloat shortly after and passed down the river. No attempt was made to fire into me; in fact, no man could live within 800 yards of the bluff as the *Uncas* passed it, so rapid and well directed was the fire. We return with a loss of 3 men wounded and an unsuccessful expedition.

Very respectfully, your obedient servant,

WM. WATSON,
Acting Master, Commanding.

Commander J. M. DUNCAN,
Senior Officer Present, St John's River, Florida.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. Columbine.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 6, 1863.

SIR: I have the honor to report to the Department the arrival here, this morning, of the U. S. steam tug *Columbine*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, directing active operations against Charleston, S. C., and Savannah, Ga.

Confidential.]

NAVY DEPARTMENT, January 6, 1863.

SIR: The *New Ironsides*, *Passaic*, *Montauk*, *Patapsco*, and *Weehawken*, ironclads, have been ordered to, and are now on the way to join your command to enable you to enter the harbor of Charleston and demand the surrender of all its defenses or suffer the consequences of a refusal.

General Hunter will be sent to Port Royal with about 10,000 men to act as shall be deemed best after consultation with yourself. The capture of this most important port, however, rests solely upon the success of the naval force, and it is committed to your hands to execute, with the confidence which the Department reposes in your eminent ability and energy. Successful at Charleston, the only remaining point within the limits of your command is Savannah. If this place can be captured by the ironclads, attack it immediately, under the panic which will be produced by the fall of Charleston. If part only of the ironclads are required to make the attack at Savannah, and I trust such may be the case, send off the remainder under careful towage to Pensacola. If Savannah can not be attacked with ironclads, send immediately upon the fall of Charleston the *New Ironsides* and two of the others convoyed to Pensacola. Do not allow the *New Ironsides* to wait for her masts; she can be convoyed. The importance of striking a blow at once at Mobile in the event of the fall of Charleston will be apparent to your mind.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to proceed to Port Royal, S. C.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 7, 1863.

SIR: I transmit herewith a confidential order of the Department, dated January 6, to you, directing you to proceed with all dispatch to Port Royal, S. C., and report for duty to Rear-Admiral Du Pont. Enclosed is a confidential communication* from the Navy Department, the receipt of which the Department directs you to acknowledge.

Respectfully, yours,

S. P. LEE,
Act. Rear-Admiral, Comdg. North Atlantic Blockading Squadron.
Captain THOMAS TURNER,
New Ironsides.

* See preceding order.

[Enclosure.]

Confidential.]

NAVY DEPARTMENT, *January 6, 1863.*

SIR: Proceed with all dispatch to Port Royal, S. C., and report to Rear-Admiral Du Pont. The smoke pipes can be cut off at that place.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain THOMAS TURNER,
Commanding U. S. S. New Ironsides.

Letter from Acting Rear-Admiral Lee, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, regarding vessels ordered to the South Atlantic Blockading Squadron.

Confidential.]

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, Virginia, January 7, 1863.

SIR: Under confidential orders from the Navy Department, dated the 5th instant, I have directed the *Passaic* and *Montauk*, when in all respects ready for sea and in best trim for the passage, to choose favorable weather and with all practicable dispatch to proceed to Port Royal, S. C., in tow of the *Rhode Island* and *James Adger*, respectively, and report to you.

The suitable ordnance supplies now at Beaufort, N. C., in the bark *Guiding Star* (reported unseaworthy), Captain Drayton, is directed to transfer to seaworthy vessels and to send them to you at Port Royal with the gunner in charge and his invoice from the *Guiding Star*. Also to send to you there, or leave the necessary orders for doing so, some additional munitions now or soon to be on the way from a northern port to Beaufort, N. C.

The *New Ironsides*, with confidential instructions for you from the Navy Department, will leave here to report to you at Port Royal as soon as the *Patapsco* arrives here and is ready for service.

When the *Nahant* and *Weehawken* arrive here I am ordered to send them to you. The Department proposes to provide the *Pawnee* and *Lodona* to tow them. I do not know these vessels. Would it not be well to send the *Rhode Island* and *James Adger* to meet them, or, better, to come here for them, touching at Beaufort, N. C., to see if they are there? I apprehend they will require repairs here and may have to go in there.

Very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comdg. North Atlantic Blockdg. Squadron

Rear-Admiral SAMUEL F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 7, 1863.

SIR: You will please proceed with the *Flambeau* under your command off Charleston and report to Captain Godon, senior officer, present, for duty on the blockade.

I have recommended to Captain Godon to give you the Bull's Bay station, if he can make it fit in with his arrangement of the ships, in consequence of the insecurity of the *Flambeau's* keelson.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. Flambeau.

Report of Lieutenant-Commander Whiting, U. S. Navy, senior officer in Stono River, South Carolina, regarding an engagement, January 7, 1863, between a Confederate battery and the U. S. S. Commodore McDonough.

U. S. GUNBOAT OTTAWA,
Stono River, January 9, 1863.

SIR: I have the honor to report that on the 7th instant a battery of about four or five guns opened fire on the gunboat *Commodore McDonough*, Lieutenant-Commander Bacon, while at anchor in Stono River, in the bend opposite the Paul Grimball plantation. As well as we are able to judge, the guns are in position on the right of the Secessionville battery, about a half mile to the northward and westward. I am of the opinion that it is a part of the regular line of defense running through the Island [James] in that direction. They fired four guns first, the shells bursting in the direction of the *McDonough*, but not reaching the shore line of the reach from Wright's Landing southward by a quarter of a mile, and not inside of a mile from the *McDonough*. Captain Bacon fired a shell from the 100-pounder Parrott in return, to draw their fire again and one at the tower battery, while he steamed farther up the bend to get a better view. They fired seven shell more with no increase of range. The *McDonough* remained in her new position about a half hour, and then came down to report. Two small steamers were in rear of the tower battery when Captain Bacon fired, and they immediately steamed down the creek some distance, returning when the *McDonough* left.

On the 6th we had been up the river to Wright's Landing on a reconnoissance, and were not fired on, though much nearer to their range, their mounted pickets retiring slowly from the bank of the river as we approached. By the range of the guns I would not suppose them to be in advance of the tower battery. No earthwork was visible.

So many of the tubes in the port boiler of this vessel had been plugged up that it became necessary to put in new ones, which we are now doing, keeping the starboard boiler ready for such service as may be required. I am sorry to report that last week one tube in the starboard boiler burst also, showing that it is beginning to fail, like the port. I take the liberty of calling your attention to the fact that all the tubes of the port boiler were condemned last spring by a survey before the vessel was sent north. Every time I have moved lately the changing pressure of steam on the port boiler has caused some tubes to burst. I forward herewith a requisition for spare tubes.

Very respectfully, your obedient servant,

WM. D. WHITING,
Lieutenant-Commander, Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Moses, U. S. Navy, commanding U. S. bark Fernandina, to proceed to duty at St. Simon's, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 8, 1863.

SIR: You will proceed with the *Fernandina* under your command to St. Simon's, Georgia, and report to Commander Charles Steedman, of the *Paul Jones*, senior officer present, for blockading duty in those waters, taking such station as he may designate and receiving from him all necessary information for your guidance.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master E. MOSES,
U. S. Bark *Fernandina*.

Letter from the Secretary of the Navy to the Secretary of the Treasury, objecting to the proposal of the latter to relax the stringency of the blockade.

NAVY DEPARTMENT, January 8, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday, in which you request me "to direct the officers of the Potomac Flotilla and of the blockading squadrons to allow vessels provided with proper papers and a regular custom-house clearance to proceed without seizure or detention."

As these instructions, if anything else than a pass from the Secretary of War is meant by "proper papers," would not only conflict with the instructions heretofore given, but with the objects and purpose of a blockade in good faith, and not improbably endanger the result of prize captures in the admiralty courts, I should prefer that the policy proposed be maturely considered and deliberately adopted before issuing the instructions requested.

Any design or purpose to lift or modify the blockade should, I apprehend, be carried into effect as openly and as publicly as the blockade was declared. In any event, to instruct the naval commanders to allow vessels to pass on a mere custom-house clearance would be to leave no blockade at all, or such a one as would be liable to great abuse.

It would be better for the Government to abandon the blockade entirely than to issue, without manifest and urgent necessity, such instructions to blockading vessels as besides bringing into question the validity of captures would involve us in difficulty with foreign powers. They will respect the blockade as long as we respect it, but they will not consent that we should use it for the purposes of traffic exclusively by our own citizens.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Hon. S. P. CHASE,
Secretary of the Treasury.

[Telegram.]

HALIFAX, [NOVA SCOTIA], *January 9, 1863.*

British iron screw steamer *Princess Royal* sails to-day. Has on board a Charleston pilot. Her masts [are] so constructed [they] can be taken out and funnel let down below deck.

M. M. JACKSON,
Consul.

Hon. GIDEON WELLES.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden, U. S. Navy, commanding U. S. S. Conemaugh, for a vigilant lookout for the steamers Fingal and Nashville (Rattlesnake).

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 9, 1863.

SIR: From a report received to-day there is reason to believe that the *Fingal* is about attempting to reach the Ogeechee, either outside by Wassaw or through the Romerly Marshes, in order to aid the *Nashville* to escape. You will therefore be especially on your guard.

.. I have ordered the *Canandaigua* from Charleston to lie off the bar at Ossabaw to intercept the *Nashville* in the event of her escaping.

The *Wissahickon* leaves here on Tuesday for Ossabaw to relieve the *Seneca*, which vessel will in turn relieve you.

I send your mails by the *Daffodil*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander R. WERDEN,
U. S. S. Conemaugh, Wassaw.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. Seneca, regarding a reconnoissance in Little Ogeechee River, Georgia, January 9, 1863.

U. S. GUNBOAT SENECA,
Ogeechee River, Ossabaw Station, Ga., January 11, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, brought by the schooner *A. Bartlett*. The pilot anchored her outside and will bring her into the river in the morning. The *Canandaigua* has arrived off the bar.

The *Madgie* has just arrived by the Florida Passage from St. Simon's, conveying thus far the little steamer *Paul Jones, Jr.*, which latter vessel will proceed on her way to Port Royal early to-morrow morning. This gives me an opportunity much desired of communicating information.

On Friday, the 9th instant, I made a reconnoissance with the *Seneca* and *Dawn* up the Little Ogeechee River above Hardee's [Harvey's] Cut, commanding an extensive view of the three rivers. I saw a large side-wheel, two-masted steamer, painted lead color, apparently in seagoing order (undoubtedly the *Nashville*), lying broadside toward us in a reach of the Big Ogeechee, distant not more than 5 miles in an air line, if so far. She has been much farther up the river, I understand, and has

descended since these waters were last reconnoitered. This fact, coupled with the report concerning her and the *Fingal*, communicated to me in your letter, renders it extremely probable that an early attempt at her escape is meditated, and the sending of the *Canandagua* was therefore most opportune.

Yesterday Lieutenant Commanding Barnes, of the *Dawn*, found two men belonging to the *Conemaugh* in a starving and dying condition, sticking in the marsh near the south end of Little Wassaw Island. One of them is in a fair way of recovery. The state of the other is, I believe, doubtful; they can not yet be moved. They had been sent on shore as members of a wooding party and strayed away. Lieutenant Commanding Barnes has some suspicion that they intended to desert, but for several days they were so crazed with hunger and thirst and suffering generally that they can even yet give but little account of themselves, and it is hard to judge. They saw our vessels, they say, and, I presume, made blindly in this direction without regard to distance or difficulties. I directed Lieutenant Commanding Barnes to report the circumstances to you, but there is no opportunity for communicating with him to-night, and his letter may not be ready.

I have enjoined and practice the greatest vigilance with the force at my command, and will endeavor to keep the vessels so stationed that at all events nothing shall go by us unopposed.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM GIBSON,

Lieutenant-Commander, Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from the Acting Secretary of the Treasury to the Secretary of the Navy, transmitting correspondence regarding steamer Emma, ashore off Fort Pulaski, Savannah River.

TREASURY DEPARTMENT, *January 10, 1863.*

SIR: I have the honor to transmit to you a copy of a letter* from T. C. Severance, acting collector of customs at Port Royal, and of my reply,* relating to the steamer *Emma*, now ashore near Fort Pulaski, having on board a valuable cargo of cotton and turpentine, which, with the machinery of the steamer, can be saved by him, aided by the crew of a gunboat, and respectfully request such instructions may be given to the officer in command of the naval forces at Port Royal as you may deem proper in the premises.

I have the honor to be, with great respect,

GEO. HARRINGTON,

Acting Secretary of the Treasury.

Hon. GIDEON WELLES,

Secretary of Navy.

[Endorsement.]

Rear-Admiral Du Pont can best judge in regard to this subject.

W.

* Not necessary to publish.

Order of Rear-Admiral Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, to cooperate with the light-house engineer in the interest of aids to navigation.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 12, 1863.

SIR: I have to request that you will proceed with the *Bibb* southward, in order to give every assistance to Mr. Goodwin, light-house engineer, to enable him to carry out the views of the Light-House Board in reference to aids to navigation on this coast, extending your observations into such sounds and harbors as it may be desirable to examine as far as the St. John's, inclusive.

Your own knowledge will be of great service in this matter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. O. BOUTELLE,
Assistant U. S. Coast Survey, U. S. S. *Bibb*.

Report of Lieutenant-Commander Bacon, U. S. Navy, senior officer in Stono Inlet, regarding affairs in that vicinity.

U. S. S. COMMODORE McDONOUGH,
Stono Inlet, January 13, 1863.

SIR: I have the honor to report that the *Ottawa* sailed to-day and I have taken charge as senior officer, in obedience to orders. I respectfully state that Lieutenant-Commander Whiting informed me before leaving that information had been received through deserters that the rebels were trying to dig a channel out for the purpose of bringing their ironclads through Wappoo Creek into Stono River, with the idea of attacking our vessels in this water. I respectfully state that yesterday and this morning steamers' smoke could be seen in the direction of Wappoo Creek, and also steam ascending in puffs as from a high-pressure engine. Smoke or steam from that direction I have never seen before, and have remarked it as an unusual occurrence. The *Isaac Smith* went up Folly River on a reconnoissance this morning, and reports that the rebels have extended their works from the Tower Mill in the direction of Tom Grimball's estate, on James Island, most probably with the intention of preventing another landing there and also to have their guns command that reach, as on my last reconnoissance they fired eleven shell at me from this extension of works, but they all exploded in the air, and with longer fuzes, or had they been shot, might have reached the river.

I respectfully state in conclusion that the enemy appear to be very active on James Island. They have not as yet made any attempt to erect new batteries near the river.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant Comdg. and Senior Officer Present, U. S. Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, U. S. Navy.

Memoranda concerning Charleston Harbor, January 14, 1863.

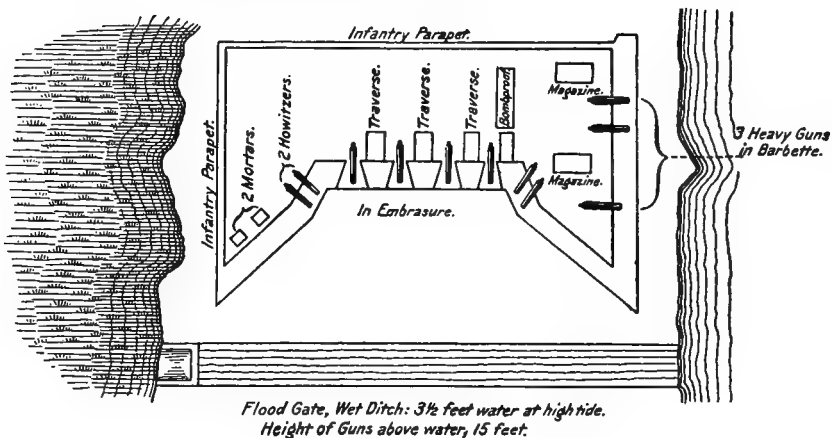
Morris Island: There is but one battery, an enclosed work (Fort Wagner), and not casemated. It is located near the old *Star of the West* battery, at the McMellon House, and occupies the entire width of the island.

Garrison: Two companies of artillery encamped on the north side of the works outside.

A regiment occupies mound 1 mile south of Fort Wagner and sends guards to the inlet.

All the old batteries have been destroyed. The iron of the ironclad at Cumming's Point has been taken down and is there partially covered with sand.

Fort Sumter: The magazines at the extremities of the gorge are both in use. Have been strengthened by piling the heavy stones of the sea wall outside as high as the second tier. The second tier has no



guns, and the thin (2 feet) walls, built to close some forty (8 feet square) openings before the bombardment, have not been changed or added to.

A small bastion of brick has been built at the main gate.

Fort Johnson carries five heavy guns, casemated, looking toward Fort Ripley, to which a row of piles extends, with a single opening for passageway; these piles generally in good order, though some have been washed away.

Fort Ripley is 500 or 600 yards from Castle Pinckney; built of palmetto logs; carries (December 25) three guns in barbette.

Castle Pinckney is not considered of much use, but mounts twelve light guns (24 or 32 pounders) on the parapet; none known below.

In Charleston, two or three guns on the battery, where a regiment is encamped.

No guns on the level at White Point.

A line of works is being constructed from Ashley to Cooper, near Magnolia Cemetery, with a view to preventing our egress from Charleston, should it fall.

Sullivan's Island: Fort Beauregard, halfway between Steamboat Landing and Fort Moultrie, has five guns looking upon channel.

Fort Moultrie has at least six 8-inch guns, some of them rifles, but they are all in barbette. The sand bags used to shelter the guns during bombardment have been removed.

There is a work with three sides open in the rear, toward Fort Moultrie, halfway between Fort Moultrie and the Moultrie House; it carries eight guns (four of which are rifles), five bearing on the channel, three looking up the island. Another battery, with three guns, at the extreme north end.

There are two lines of infantry intrenchments entirely across the island—one near (just north of) Fort Moultrie, the other about 300 yards south of the burying ground (one-half mile north of the Moultrie House).

There is no raft, boom, nor other obstruction between Sullivan's Island and Fort Sumter; the one constructed was carried away by tides soon after the action on James Island, and is strewn along the shores of the harbor. The steamer plies daily between the city and Cumming's Point, and recent passengers (December 25) have seen no obstructions of any kind.

The old floating battery is laid up near Fort Johnson, its guns withdrawn and entirely useless.

The two rams, one sheathed with 4½ or 5 inch iron, carry four guns, two amidships, one bow, one stern. They are very slow, and mud scows are now deepening the channel and Wappoo Cut [Creek], so as to enable them [to] pass into the Stono.

The general impression in Charleston is that our ironclads can not go to sea; not much apprehension is felt of an attack by them, and from wooden vessels none whatever.

Morris Island can readily be carried if this information is correct. The reformation of Fort Wagner and the establishment there of a battery of from five to ten very heavy rifles would facilitate the fall of Sumter and admit of other occupation,* perhaps quite as important for the few ironclads that may be sent out. With proper facilities such a battery could be prepared in one night. No other active cooperation by a land force can be successful. Any attack by James Island is impracticable.

T. SEYMOUR,
Brigadier-General.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of vessels of his command.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 15, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Off Bull's Bay, U. S. bark *Restless*.

* For instance, might it not be worth while to send two or three to the Wappoo Cut, so as to prevent troops on James Island from crossing it? With a heavy battery on Morris Island to reduce Sumter, is it not feasible to prevent [sic] of the force on James Island to capture that on Sullivan's?

Off Charleston, U. S. steamers *Powhatan*, *Housatonic*, *Mercedita*, *Flag*, *Quaker City*, *Keystone State*, *Flambeau*, *Huron*, *Ottarva*, *Undilla*, *Memphis*, *Stettin*; schooners *G. W. Blunt*, *America*, and mortar schooner *Para*.

In Stono Inlet, U. S. steamers *Commodore McDonough* and *Isaac Smith*.

In North Edisto, U. S. S. *South Carolina*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. S. *Conemaugh*.

In Ossabaw, U. S. steamers *Canandaigua*, *Seneca*, *Wissahickon*, *Dawn*, and mortar schooner *C. P. Williams*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*; barks *Braziliera* and *Fernandina*, and mortar schooner *Norfolk Packet*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, U. S. S. *Wabash*, U. S. ship *Vermont*, U. S. S. *Marblehead* (undergoing repairs); tugs *Daffodil*, *Dandelion*, *Columbine*, *Rescue*, and *O. M. Pettit*. The *Water Witch* and *Hope* are used as dispatch boats.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, regarding the wreck of the schooner Lotus, of Boston, on North Island, South Carolina, January 15, 1863.

U. S. GUNBOAT SEBAGO,
Winyah Bay, South Carolina, January 22, 1863.

SIR: I would respectfully inform you that the schooner *Lotus*, of Boston, Mass., ran ashore on the North Island Beach on the night of the 15th instant. Every exertion was made to remove her, but just as our efforts were about to prove successful, having succeeded in moving her 12 feet, a northeast gale sprang up and drove her about 20 feet farther on the beach than she was in the first place. At the request of the captain, I appointed a board of survey, who reported her removal as impracticable, and advised the removal of her cargo to a secure place on shore, which advice was carried out to the extent of one-fourth of her cargo, when, being driven still higher on the beach, it was deemed expedient to allow the remainder to remain in her. When she struck, a portion of her cargo was thrown overboard.

It might not be altogether malapropos to state here that casks of liquor have been found concealed in barrels of potatoes and put up in various ways for smuggling. Her cargo consisted of sutlers' stores and a large quantity of matter sent by Adams Express Company to Port Royal, whither the vessel was bound, and for which port she sailed from New York on the 23d of December. The captain, Thomas

Quinn, and crew of five, and four passengers, are now living on shore, and a guard of marines kept over the vessel and cargo. I am only awaiting favorable weather to bring, if possible, her cargo around the point in lighters, my only means of transportation.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT,
Commander.

Rear-Admiral S. F. DU PONT,

Com 'g. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Wise, U. S. Navy, regarding general matters, and referring to the Confederate steamers Fingal and Nashville (Rattlesnake).

WABASH,

Port Royal, S. C., January 16, 1863.

MY DEAR WISE: I received your kind note, with the drawing and specification of the ingenious machine for sawing piles, of which you spoke to me when I was north. Many thanks for both. The latter may be very useful for burrowing into Charleston or Savannah.

In reference to the former it would appear, if we can rely upon recent statements, what I cared as much for and more than forts (obstructions), we are in a measure behind. The depth of water, a gale or two, and some spring tides have removed the great mass of them, well constructed as they were—five 14-inch timbers, hooped with iron, with iron points in heel to sink them, then fastened together by a chain cable about 10 feet apart, with a torpedo hung to the festoons.

They are still at work on the defenses, however, and the number of forts and guns is simply fabulous. My comfort and hope is that with our experience and study of eighteen months on the coast, we can apply whatever means are furnished for the ends desired about as well as most people.

We are threatened now by the ironclads: The *Fingal* is more formidable than *Merrimack*, having a much stronger engine, and I expect to hear she has fanned out the gunboats from Wassaw and Ossabaw, and got the *Nashville* to sea, now fitted as a privateer. Then they are at work deepening Wappoo Cut to let the Charleston rams on the vessels holding Stono.

I commenced last July writing on this subject; was promised the *Ironsides*, but Fox does not believe a word of it, and we have to take what comes, like men, that's all.

One thing I must believe, there is more patriotism among Southern mechanics than with ours, or they could not, with their crippled circumstances, turn off the work as they do. The Charleston ironclads have been done two months; they miscalculated the displacement and have weak engines, but thoroughly built of 6-inch iron, heavily armed, having two guns less only than *Merrimack*; but for the above defects they would have cleaned out the blockaders off Charleston without trouble long ago.

The loss of the *Monitor* gave us a "sick turn," as Fox calls it; we get our news by the rebel pickets; rather tough in such times, having

neither mails nor supply ships, so that body and mind are both suffering. Growl enough for one day!

Yours, most sincerely,

S. F. DU PONT.

Captain H. A. WISE, U. S. Navy.

Report of Captain Green, U. S. Navy, proposing the obstruction of Romerly Marshes, to prevent the escape of Confederate steamer Nashville (Rattlesnake).

U. S. S. CANANDAIGUA,
Off Ossabaw, January 16, 1863.

SIR: I have respectfully to inform you that I arrived at this anchorage on the evening of the 11th, in obedience to your order of the 9th instant, and to acknowledge the receipt of two communications from you dated the 13th instant, one relating to a coal vessel about to be dispatched to supply the vessels at this station, and the other to a supply schooner towed down by the *Water Witch*, and also your note of the same date.

No reliable information has reached me in regard to the manner or means the rebels design employing to rescue the *Nashville*, but I think it probable if an attempt is made it will be at the next high tides with an ironclad steamer of light draft through the Romerly Marshes.

Our force in Ossabaw is insufficient, in my opinion, to cope with an ironclad vessel that might be and possibly may have been constructed, as rumor says, for the purpose of navigating through the marshes, and the ship's draft and length render her unsuitable for inside work. I would therefore suggest the expediency of obstructing the passage through the marshes by sinking there, when the tides next meet, an old hulk loaded with stones. Under present circumstances the services of another gunboat is very much needed to watch the *Nashville* and guard Adams Creek.

The *Nashville* lays a little above the fort on the Ogeechee, apparently ready for sea.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, regarding measures for preventing the escape of the Confederate steamer Nashville (Rattlesnake).

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 17, 1863.

SIR: I am in receipt of your dispatch of yesterday and in accordance with your suggestion that another gunboat is necessary in Ossabaw to guard the passes which [the] *Nashville* may take, I am sending at early daylight the *Water Witch*, with orders for the *Seneca* to return to her station at Ossabaw. The *Marblehead* will take her place in Wassaw.

In ordering you off the bar of Ossabaw I was governed by the impression that the *Canandaigua*, as you state, was too deep and long to move about to advantage inside the bar. If, on examination of the charts and Mr. Haffards's pilot experience, you can find a good berth to lay, it would be advisable for you to move farther in, for if the *Nashville* gets by the inside blockaders she need not pass near to you, having the two channels. But I leave this to your own best judgment.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain J. F. GREEN,

U. S. S. Canandaigua, Senior Officer Present, Ossabaw.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting consular dispatch and extract regarding the Confederate steamer Nashville (Rattlesnake).

NAVY DEPARTMENT, *January 17, 1863.*

SIR: I transmit herewith a copy of a dispatch, dated the 3d instant, addressed to the Secretary of State by the consul of the United States at Liverpool, and an extract from the printed slip to which it refers, concerning the steamer *Nashville* in the Ogeechee River.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

Liverpool, January 3, 1863.

U. S. CONSULATE,

SIR: I enclose you slips cut from the Journal of Commerce, of Liverpool, of this date, relative to the steamer *Nashville*. * * * The editor of this paper belongs to the Southern Club, of this town, and knows much that has been done and is now doing here in England.

I am, sir, your obedient servant,

THOS. H. DUDLEY.

Hon. WM. H. SEWARD,

Secretary of State.

[Subenclosure.]

Running the Blockade.—Arming of the Nashville.

The celebrated steamer *Nashville* has now for a considerable time been waiting to run the blockade with a cargo of cotton at Ogeechee [River, Ossabaw] Sound, but has been prevented from doing so by the vigilance of the Federal blockading squadron. From information we received yesterday, we learn that this steamer has been sold for \$120,000 to a company consisting of several private merchants, who have recently made some considerable [change] in her appearance. She has been cut down and her houses on deck have been completely removed. She has also been armed with two splendid guns, one of

them being 100-pounder rifled. She will only use these guns in self-defense, if attacked, as she has been purchased solely for the purpose of conveying cotton from the Confederate States to a British port.

* * * * *

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. Marblehead.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 18, 1863.

SIR: You will proceed with the U. S. S. *Marblehead* under your command to Wassaw and report for blockading duty to Commander Reed Werden, of the U. S. S. *Conemaugh*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander R. W. SCOTT,
U. S. S. *Marblehead*.

Destruction of the Confederate steamer Tropic (formerly Huntress), off Charleston, S. C., January 18, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 26, 1863.

SIR: I had not time by the last mail to give any particulars of the destruction of the rebel steamer *Tropic*, formerly the *Huntress*, of Charleston.

On the morning of the 18th instant, between 3 and 4 o'clock, an alarm was given from the south side of the blockade; soon after a bright light was seen to the southward, and the *Quaker City*, Commander Frailey, immediately steamed to the spot and found the steamer in flames, but whether she was fired intentionally or not does not yet appear.

Commander Frailey at once sought to pick up the passengers and crew, who had taken to their boats, but before being taken on board the *Quaker City*, they managed to destroy most of their papers; some, however, were found, which are herewith transmitted (marked No. 1).

One of the passengers, a Mr. Vernon, is an Englishman, and was at the time proceeding to Europe to carry out a contract with the rebel Secretary of War to supply the Confederate Government with medicines, clothing, arms, powder, etc.; this contract is among the papers. Another personage, Mr. T. Steers, was apparently engaged in the same business; he says he is from Pennsylvania. Most of the officers are citizens of the Southern States, and, by the shipping articles, most of the crew, but how far this is so I have no means of ascertaining.

I have transferred to the *Circassian* the captain, passengers, and sixteen of her crew, directing Acting Volunteer Lieutenant Eaton to communicate with Rear-Admiral Paulding as to their disposition. The second mate (Black), the Nassau pilot (Spatches), the paymaster (Beeson), and Johnson, the Charleston pilot, and four of the crew, go north in the *Restless*.

May I ask the Department to give the necessary orders to Rear-Admiral Paulding before the *Circassian* and *Restless* arrive at New York?

I enclose herewith (marked No. 2) a list of the officers, passengers, and crew, with their places of nativity, forwarded to me by Captain Godon, adding, however, that this list differs on the latter point from the shipping articles.

I call attention to Mr. Johnson, a Charleston pilot, who has run in vessels on the coast before.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Godon, U. S. Navy, senior officer off Charleston, S. C., commanding U. S. S. Powhatan.

U. S. S. POWHATAN,

Off Charleston, January 18, 1863.

SIR: This morning, between 3 and 4 o'clock, signal rockets and a gun from the south section of the blockade gave an alarm; the night moderately dark. Shortly after a bright light to the southward indicated a fire, and the *Quaker City*, Commander Frailey, steamed to the spot and found the steamer *Tropic*, formerly the *Huntress*, of Charleston, in flames. This vessel in attempting to break the blockade, loaded with 326 bales of cotton and a quantity of turpentine, had taken fire and was rapidly burning to the water's edge.

Commander Frailey at once sought to pick up the passengers and crew, who had taken to their boats, and whom, on finding themselves rescued by us, at once threw overboard all the papers they had secured but such as related to their own matters. These papers I send you.

You will find that Mr. Vernon is engaged in supplying the rebellionists with all sorts of military matters; has an engagement to furnish the rebel Government with engines and steam boilers, and in all ways diligently employed in aiding and abetting the enemies of our Government. His letters to and from the Secretaries of the Navy and War are distinct on this point. A Mr. T. Steers is also engaged in the same way.

Some of the papers give some useful and curious information, and I have filed them so as to be convenient for you to look over.

I hope if there are means of preventing damage being done to our cause by such agents, you will call the attention of the Government to their cases. The pilot, Johnston, or Johnson, should be cared for.

About the time the *Tropic* was endeavoring to evade the blockade outward another steamer attempted to pass in. Her entrance was prevented, although she escaped in the darkness, and probably had Commander Frailey disregarded the calls of humanity to save the crew of the burning delinquent, he might have caught a glimpse of the second offender, who, of course, did not stop to help his fellow blockade breaker, although given to the flames.

I beg to call attention to Commander Frailey's activity on this as on a former occasion.

I shall send the crew and passengers of the *Tropic* by first opportunity to Port Royal.

You will also find enclosed, which may prove interesting, a copy of statement of the armament of *Sumter*, made by one of the deserters whom I sent you some days since.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival of U. S. steamers at Port Royal, S. C., and transmitting report regarding the performance of the U. S. S. New Ironsides.

No. 27.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 20, 1863.

SIR: I have the honor to report to the Department the arrival here on the 18th instant of the U. S. steamers *New Ironsides* and *Augusta*, also the arrival on the 19th of the U. S. steamers *James Adger* and *Montauk*.

Enclosed (marked No. 1) is the report of Captain T. Turner reporting the passage of the *New Ironsides* from Hampton Roads to this port.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM FRIGATE NEW IRONSIDES,

Port Royal, January 19, 1863.

ADMIRAL: On my arrival in Hampton Roads, after my second passage to that place from Philadelphia, the honorable Secretary addressed me a letter expressive of his surprise that I had not reported the behavior and performance of this ship on her passage around; he will doubtless expect a report from me on the subject in my passage to this place. I have the honor to make it to you.

I left Hampton Roads on the 11th instant with fine weather and a N. W. wind, which I held until about 50 miles to the southward of Cape Hatteras, when the wind hauled to the S. W., increasing to a smart gale with a very rough, short sea. I sent down lower and topsail yards and steamed against it with very poor progress, the ship being able, under those circumstances, barely to hold her own.

I adhere to all the opinions I expressed in regard to her capacity as a seaboat in my communication to him of October 5, 1862. Away from land, where I could use her fore-and-aft sails, assisted by the propeller, I consider her safe and seaworthy in any gale, but if it became

necessary to carry her directly off a lee shore against a heavy sea and high wind she is unable to do it with her present steam power, and nothing could save her but her anchors. Instead of carrying sixteen days' coal, burning daily 25 tons, as was supposed, she burns nearly 40 tons a day, and carries, all full, only ten days' coal; consequently I should consider it unsafe to send her to sea on any passage that would require more than four or five days to perform it, unless accompanied by a steamer that would be able to give her assistance in case she should need it, which would be the case if she were met by a succession of adverse gales.

After the gale from S. W., of which I have spoken, the wind hauled again to the N. W., and carrying courses and topgallant sails she progressed at the rate of about $6\frac{1}{2}$ knots, never being able to exceed that with steam and sails combined.

I reached here and anchored inside the light-ship at 9 o'clock p. m. on the evening of the 17th, having then only 79 tons of coal on board, having made the passage in six days and five hours.

Had I again encountered a heavy adverse gale at this end of the passage her situation for want of coal would have been very critical.

Her motions, rolling, and pitching in a seaway, are as easy as any ship I ever sailed in; indeed, I may say that they are even graceful and playful, so buoyant is she, and taking in as little water as any frigate in service. Were her steam power greater and her capacity to carry coal increased I should consider her as safe a vessel at sea as I could desire to be on board of; I should have no fear of anything but a direct lee shore. Her drift in a seaway, ahead or abeam, is necessarily, from the formation of her hull, very great.

My last passage verified all the favorable opinions I had expressed in relation to her steerage. As I had no opportunity of scudding her, I can as yet express no opinion upon that subject. When steaming against a head sea she comes down with great violence upon her counters as the sea catches her there, whilst forward she is buoyant and rising.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Gregory, U. S. Navy, to Chief Engineer Robie, U. S. Navy, to superintend the transportation from New York to Port Royal, S. C., of rafts and shells.

NEW YORK, January 20, 1863.

SIR: You will accompany the rafts and shells, etc., to Port Royal, S. C., in the steamer *Ericsson*, which has been chartered to tow the former and carry the latter.

You will consider the whole as under your especial charge from the time they leave this port until the arrival of Chief Engineer Stimers.

Acting Lieutenant Faucon, U. S. Navy, has been directed to assume the charge of their transportation to Port Royal, and to deliver them to Rear-Admiral Du Pont, commanding South Atlantic Blockading

Squadron, to whom you will also report yourself as the officer having charge of them and understanding their use.

If, during their passage, you observe that the rafts or any part of the cargo is receiving any injuries that will militate against their successful operation when put to use, you will represent it to Lieutenant Faucon, that he may, if possible, correct the evil.

You will take with you four ship carpenters and four machinists, selected from those who have been employed in the construction of the rafts and shells, with the view to their employment when they are put to use, one of each to each raft, and you will so instruct these men that they would be enabled to go on, prepare and apply the shells in case of accident to the officers having them in charge.

It is expected that the *Ericsson* will remain as a storeship of the shells, etc., and a home for your party until they have been used.

Enclosed I send you a copy of the charter of the *Ericsson*, which may, perhaps, be of use to you in case of dispute.

I am, respectfully, your obedient servant,

F. H. GREGORY,
Rear-Admiral, Superintending.

Chief Engineer E. D. ROBIE, U. S. Navy,
New York.

Reported at Port Royal, February 17, 1863.

S. F. DU PONT,
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, commanding U. S. S. Montauk, proposing operations for the destruction of the Confederate steamer Nashville (Rattlesnake).

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 20, 1863.

SIR: The tempestuous weather would render it improper to expose the *Montauk* at sea again until there has been some change. At this moment an inside blockading force is holding Ossabaw Inlet, coast of Georgia, consisting of two regular XI-inch gunboats, with the *Dawn* and a mortar vessel. The *Canandaigua*, a formidable ship, is also lying off the bar. The *Nashville* is up the Great Ogeechee, having been fitted as a privateer, and is lying under a five or seven-gun battery, waiting to run to sea.

We have report that the *Fingal* (now called the *Atlanta*), an iron-clad, will attempt to aid the *Nashville* in escaping.

As the most important operations on this coast must be delayed until other vessels arrive, and until those now here can be made ready, it strikes me a very important and handsome thing may be done by capturing this fort on the Ogeechee and in destroying the *Nashville*, and, should matters go well, in burning the railroad bridge which the gunboats can lay alongside of.

Will you please, then, get ready for this service with the least delay possible? Pilots will be provided, and if the *Canandaigua* remains outside, the gunboats will be necessarily under your orders as senior officer.

I shall see you myself before you leave, when further details will be arranged.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. L. WORDEN,
U. S. S. Montauk, Port Royal.

Report of Commander Duncan, U. S. Navy, regarding affairs in St. John's River, transmitting additional report.

U. S. S. NORWICH,
St. John's River, Florida, January 21, 1863.

SIR: I have to acknowledge the receipt per steamer *Bibb* of dispatches for this vessel and the *Uncas*, and as the *Bibb* leaves to-morrow for Port Royal, I send by her a (blind) white refugee, named Jackson, who was sent on board of this vessel last Sunday under a flag of truce from Jacksonville, by Colonel Finegan, and as Mr. Jackson is very desirous of going north, he being a Northern man, I send him to Port Royal. I also send you Colonel Finegan's letter.

I send the steamer *Uncas* up the river every day to reconnoiter and believe the river to be free from rebels, as she sees but few of them. Mr. Jackson gave me some important information in regard to a rebel man of war mounting eight guns, on the Cattahoochee River; also of the steamer *Cuba*, loaded with cotton, on the Suwanee River, and as the light-house schooner was going to Key West, I sent a letter with all the information furnished me by Mr. Jackson to Rear-Admiral Bailey.

On Sunday last two refugees, named Jacob Gillespie and John Connor, went over to Mayport Mills for the purpose of fishing, as was supposed, but without my permission, and have not been heard from since. Their families reside about 20 miles from Jacksonville. They have been waiting some time here in hopes of getting them, but as we had no opportunity we could not do it.

I regret to report a sad accident occurred on board of the steamer *Uncas* to-day while on her way up the river, whereby Acting Ensign William L. Pavy was seriously wounded while in the act of firing the rifled Parrott gun at some pickets at Cedar Creek. The gun burst and shattered his left arm so badly that amputation was necessary. The doctors have advised me to send him to Port Royal, which I shall, to-morrow morning, in the steamer *Bibb*.

The gun burst, throwing the whole main body and half of the ring overboard, the cascabel, half of the ring, and the muzzle from the trunnions out remaining on board; the carriage is unfit for further use, and the only wonder is that all of the gun's crew were not killed. I enclose Captain Watson's report of the accident. If it is possible, I would like to have a 30-pounder sent down to replace the other, as it is the most useful gun we have, going up and down the river.

As there is but one officer left on board of the *Uncas*, I have ordered Acting Master's Mate George M. Smith, of this vessel, to her on temporary service, until I hear from you.

I have one white family residing here at Pilot Town, and will send them to Fernandina the first opportunity.

I think the *Uncas* strained herself very much while ashore in Nassau River, and it will not be safe to send her to sea in bad weather in her present condition.

Very respectfully, your obedient servant,

J. M. DUNCAN,
Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosures.]

HEADQUARTERS DISTRICT EAST FLORIDA,
Lake City, January 13, 1863.

SIR: I send you a flag of truce in charge of an officer of my command, to carry to you an afflicted person who desires to return to the United States.

The officer in charge of the flag bears with him some open letters from persons within our limits to their friends in the United States, who desire them forwarded.

It has been my practice to forward letters from persons in the United States to their friends in the Confederate States when there was nothing objectionable in them. The same courtesy is desired from you to our citizens.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH FINEGAN,
Brigadier-General, Commanding District.

COMMANDING OFFICER OF U. S. GUNBOAT IN ST. JOHN'S RIVER,
EAST FLORIDA.

U. S. S. UNCAS,
St. John's River, Florida, January 21, 1863.

SIR: I have to report that on my return from a reconnoissance to Jacksonville, while engaged shelling the enemy's picket near Trout Creek, the explosion of my 20-pounder Parrott rifle, after firing the fifth round, wounding William L. Pavy, acting ensign, breaking his left arm below the elbow (since amputated) and severely bruising two of the gun's crew.

Very respectfully, your obedient servant,

WM. WATSON,
Acting Master, Commanding.

J. M. DUNCAN,
Commander and Senior Officer, St. John's River, Florida.

Order of Captain Green, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, regarding stations of vessels guarding the steamer Nashville (Rattlesnake).

U. S. S. CANANDAIGUA,
Off Ossabaw Bar, January 21, 1863.

SIR: You will be pleased to station the vessels composing the naval force in Ossabaw Bar as follows:

The *Seneca* and *Wissahickon*, in the Ogeechee in a depth of water that will not admit of the *Nashville* approaching them for the purpose

of running them down, and in the best position to intercept that vessel should she attempt to proceed to sea.

The *Dawn*, at the junction of the Little Ogeechee and Vernon rivers to prevent supplies reaching the *Nashville* by the way of Romerly River.

The schooner *C. P. Williams*, at the outlet of Adams Creek into the bay as a picket to give you timely notice of the approach of any vessel through the Romerly Marshes.

The *Dawn* and schooner should send boats daily on reconnoitering duty, particularly the latter, at or near high water.

Should an ironclad vessel come through the marshes, she should be met with all your forces, excepting one vessel to look after the *Nashville* at the mouth of Adams Creek, and force it aground if practicable.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Lieutenant-Commander WM. GIBSON,
Commanding U. S. Gunboat Seneca.

Letter from Brigadier-General Saxton, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting cooperation.

BEAUFORT, S. C., *January 21, 1863.*

MY DEAR SIR: I am about to send an expedition to the Satilla and St. Mary's rivers, Georgia.

If consistent with the interests of the service, I shall be very glad to secure the cooperation of the naval commanders on those stations.

I am, sir, with great respect, your obedient servant,

R. SAXTON,
Brigadier-General.

Admiral DU PONT.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, to cooperate with Brigadier-General Saxton, U. S. Army.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 21, 1863.

SIR: General Saxton has applied to me for naval cooperation in an expedition he is fitting out for various purposes.

Whatever assistance you can afford him through any of the smaller vessels (not inconsistent with their present duties, and in accordance with my general orders in reference to private property, unless used for military purposes by the rebels) you can give.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander CHAS. STEEDMAN,
U. S. S. Paul Jones, St. Simon's.

Capture of the schooner Etivan by the U. S. S. Ottawa, off Charleston, S. C., January 21, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 38.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., January 26, 1863.

SIR: By the last mail I had only time to inform the Department of the capture of the rebel schooner *Etivan*, off Charleston.

She was taken by the *Ottawa*, Lieutenant-Commander William D. Whiting, on the night of the 21st instant, attempting to pass out by the Swash Channel. Lieutenant-Commander Whiting allowed her to approach near enough to prevent her return and then steamed in chase. On coming within close range he fired a shot which, striking on her port bow, made her heave to. The schooner has been surveyed and condemned as unfit to go north. Her cargo, said to consist of 99 bales of cotton, will be transhipped to the beef schooner *Simpson* and sent shortly to New York.

The master, A. O. Stone of Charleston, will go north in the *Simpson*. The rest of the crew, viz, Walter Stiner, John Day, Charles Poole, Andrew Jackson, and George Cunningham, I have transferred to the *Water Witch*, directing her commander, Lieutenant-Commander Pendergrast, to report to the commandant of the New York yard as to their disposition.

Will the Department give the necessary orders to Rear-Admiral Paulding? Her papers will be forwarded to the United States prize commissioners. They show her to be a rebel vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Godon, U. S. Navy, commanding U. S. S. Powhatan.

U. S. S. POWHATAN,

Off Charleston, January 22, 1863.

SIR: I have the honor to report that last night about 10 o'clock the schooner *Etivan*, in endeavoring to pass out of Charleston Harbor through Maffitt's Channel, was brought to and captured by the *Ottawa*, Lieutenant-Commander Whiting.

The *Ottawa* put a shot through the schooner's bow, but even without that damage she would not be seaworthy to send north at this season. I therefore sent her to Port Royal for your action.

Her cargo, as reported by the master, A. O. Stone, consists of 99 bales of cotton and a few barrels of turpentine and resin. The only bill of lading found on board, however, calls for but 91.

I enclose herewith the vessel's papers, a letter to Messrs. Adderly & Co., of Nassau, New Providence, with bill of lading from shipper, and report of capture from Lieutenant-Commander Whiting, to the judge of the court of the district to which you may see fit to order the cargo of the *Etivan* sent.

The prize crew consists of one officer, an acting master's mate, and four men from the *Ottawa*, which vessel, not being over manned, will miss this portion of her crew till returned to her.

I shall bring the master and crew of the schooner to Port Royal in this ship when the size of the moon will permit me to leave here.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal.

P. S.—The master's mate, Dimon, who goes as prize master of the *Etiwan*, could give sworn testimony before returning here, as he boarded the schooner.

The accounts of the crew are not sent with them, as I presume they will be returned as soon as the vessel has been disposed of in Port Royal.

I am, sir, etc.,

S. W. GODON,

Captain and Senior Officer Present.

P. S.—A. O. Stone, the master of the *Etiwan*, is an old offender, having been captured once before. Has spent some time in Fort Lafayette.

The enclosed copy of report of Captain Whiting I send without comment in relation to *Housatonic*. I may have occasion to refer to it after hearing from Captain Taylor.

S. W. G.

Report of Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. *Ottawa*.

U. S. GUNBOAT OTTAWA,

Off Charleston Bar, January 22, 1863.

SIR: I have the honor to report that last night at about 10:40 p. m., while at anchor off the Swash Channel, a schooner was made standing out between us and the bar.

Being in readiness to slip, I allowed her to approach so as to draw her out from the channel way. When underway I steamed toward her, cutting off the retreat which was attempted. She was brought to with a shot from the 20-pounder Parrott, which struck in the port bow, bursting and doing some damage.

On boarding she proved to be the schooner *Etiwan*, of Charleston, S. C., just out from there. The master, A. O. Stone, reports the cargo to be 99 bales of cotton and 2 barrels of resin. She has a crew of five men. I enclose a report to the district judge, with the papers found on board.

I would respectfully report that while in chase of the *Etiwan* and nearing her the *Housatonic* fired across our bows, I suppose intended for the schooner. I sent up a rocket and showed the red light on the side toward her. A second shot was fired from her about the time our shot was fired at the schooner, which passed over our mastheads. I immediately hoisted the running night signal lights. A few minutes after, while lowering a boat to board the prize, a third shot was fired

from the *Housatonic*, which passed directly over the quarter-deck, abaft the mainmast. A blue light was then burned to show the position of the vessels, finding that the regular running lights were not sufficient.

At the time we were fired upon the *Powhatan* and *Quaker City* were visible with the glass in their stations and the *Housatonic* distinct with the naked eye.

It is to be supposed that our identity was not sufficiently marked to protect us from the fire of a blockading vessel, which I hardly need add might have proved exceedingly disastrous; but as I employed all the preconcerted signals, I could do no more.

Very respectfully, your obedient servant,

WM. D. WHITING,
Lieutenant-Commander.

Captain S. W. GODON,
U. S. S. Powhatan, Senior Officer Present.

Reconnoissance in Stono River to Wappoo Creek, South Carolina, by boat from U. S. S. Commodore McDonough, January 21, 1862.

Report of Lieutenant-Commander Bacon, U. S. Navy.

U. S. S. COMMODORE McDONOUGH,
Stono Inlet, South Carolina, January 26, 1863.

SIR: I respectfully state that on the evening of the 21st I sent the dingey with four men and Acting Ensign Whitman Chase, of the *Isaac Smith*, and Acting Master's Mate Daniel B. Hallett, of this ship, up Stono River on a reconnoissance. The object of the reconnoissance was to discover whether the enemy had placed any obstruction in the river, to sound across the mouth of Wappoo Creek, and to discover whether any new fortifications or batteries had been thrown up. They passed by Fort Pemberton, went up Wappoo Creek, sounded and found 3 feet of water on the bar, it being two hours before low water. No obstructions were found in the river from the inlet to the creek. No vessels of any kind were discovered except a small canal boat on the west side of the entrance to Wappoo Creek. No batteries or fortifications except Fort Pemberton were seen. The reconnoissance was a success, and reflects credit upon those who were engaged in it.

Very respectfully, your obedient servant,

GEO. BACON,
Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy.
Commanding South Atlantic Blockading Squadron.

Report of Acting Lieutenant Conover, U. S. Navy, commanding U. S. S. *Isaac Smith*, transmitting report.

U. S. S. ISAAC SMITH,
Stono Inlet, January 24, 1863.

SIR: I take pleasure in forwarding the enclosed report of Acting Ensign W. Chase. The reconnoissance was made chiefly on account

of a rumor that the rebels were deepening the channel at the mouth of Wappoo Creek to get the ironclads through from Charleston. It will be seen from the report, however, that they yet have done nothing there, as the soundings still coincide with those on the chart. The plantation spoken of as Tom Grimball's is about 3 miles from the inlet, and is the spot where General Wright landed with his force last spring. The "lights and camp fires" I suppose to be those in and around Fort Pemberton. The darkness, however, prevented both the guns and strength of the works from being seen.

Very respectfully, your obedient servant,
F. S. CONOVER,
Acting Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

[Enclosure.]

U. S. S. ISAAC SMITH,
Stono Inlet, South Carolina, January 22, 1863.

SIR: I have the honor to submit the following report of a reconnoissance up Stono River to Wappoo Creek, made January 21, 1863:

Started from the ship at 7:30 p. m., in a boat from the *U. S. S. Commodore McDonough*, with Acting Master's Mate Hallett, and proceeded up the river. We saw no signs of rebels until we had passed Tom Grimball's plantation, when we saw a light below us on James Island, and soon after heard the beat of a drum. We proceeded cautiously along, examining the banks, both sides, crossing and recrossing as we advanced, and when about 2 miles above Tom Grimball's heard voices a short distance ahead, and on turning a point discovered a number of lights and fires in the bend of the river on James Island, and from the noise and talking should think the rebels were at work there.

On the opposite bank saw a flagstaff and a lookout, but no other signs of fortifications or encampments on that side of the river.

Entered Wappoo Creek and sounded across the mouth in 3 feet of water; landed and examined the bank, and I should judge the tide had ebbed 5 or 6 feet. A barge was lying alongside the bank near the entrance, but could see no one on board. Started to return, and arrived back to the ship at 4 o'clock this morning.

I am, very respectfully, your obedient servant,
WHITMAN CHASE,
Acting Ensign, U. S. Navy.

F. S. CONOVER,
Acting Lieutenant, Commanding.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commending the conduct of officers from the U. S. S. Isaac Smith.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 27, 1863.

SIR: I am in receipt of yours of the 26th instant. I am much pleased with the report of the reconnoissance made by Acting Ensign W. Chase

and Acting Master's Mate D. B. Hallett under your orders. Please say so to them.

I would be pleased to know whether any attempt be making to deepen the Wappoo Cut or Creek. So question contrabands closely when they come in.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander GEO. BACON,
U. S. S. Commodore McDonough, Stono.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the proposed departure for the north of the U. S. bark Restless.

No. 31.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 22, 1863.

SIR: I am sending the U. S. bark *Restless* north to be docked and repaired. This vessel has been over thirteen months on this station and now requires overhauling.

Enclosed is the report of a board of survey, in which, after stating the repairs necessary to be made, the officers report that six weeks would be required to effect them (enclosure marked No. 1).

At this time it is impracticable to divert the working force of the squadron for this purpose, and I have therefore ordered Acting Master W. R. Browne, commanding, to proceed to New York and report to Rear-Admiral H. Paulding in person, and through him to the Department by letter.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of commanding officers of the U. S. ironclads Passaic and Montauk, regarding passage from Beaufort, N. C., to Port Royal, S. C.

No. 32.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 22, 1863.

SIR: I have the honor to report to the Department the arrival here, on the 21st instant, of the U. S. steamers *Rhode Island* and *Passaic*.

I have also the honor to enclose the reports, marked Nos. 1 and 2, of Captain Drayton, of the *Passaic*, and Commander Worden, of the *Montauk*, of the passage of those vessels from Beaufort, N. C., to this port.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. IRONCLAD PASSAIC,
Port Royal, January 22, 1863.

SIR: I have the honor to report that I arrived here last evening from Beaufort, N. C., which I left at sunset on the 17th, in tow of the *Rhode Island*, and in company with the *Montauk*.

The wind had been blowing for several days from the southward, but after a severe storm cleared off with a northwester, giving thus every promise of a continuation of fine weather; this, however, did not last, but shortly after our getting outside, changed to the northeast and very thick. At 1 p. m. of the 19th, we made the light vessel off here, but the commander of the *Rhode Island* not being willing to run in while the weather was so thick, and the sea then breaking over my vessel so heavily that had I been so inclined I could not have unshackled the hawsers, it was determined to try anchoring under Martin's Industry, the *Passaic* continuing to ride by her fasts under the stern of the other vessel. On swinging head to sea, however, it became at once evident that the former could not long bear the terrific shock of the waves on her bow without something giving way. I consequently directed Commander Trenchard to at once raise his anchors and stand out again. During the remainder of that day and all the following, it blew so very hard that we could not make the light vessel until late in the afternoon of the 21st, when, as stated above, I anchored here at 7 p. m.

As while at Beaufort I had cleared out the limbers and put the pumps in good working order, although the vessel made a great deal of water, there was no difficulty in keeping her free, although to do this in the heaviest weather, in addition to the bilge pump, it was necessary to use one of the donkeys for two hours out of every four. The leak in the bow has increased a great deal, and although I took the precaution to remove much of the iron ballast from forward, particularly that which most inconsiderately had been placed inside of the false bow, I think that before doing so, while on my way down from Hampton Roads, this part of the vessel was so seriously strained that a little more heavy weather would render the full working of all the pumps necessary to keep the water down. When the sea is at all forward of the beam, the blows on the bow projection are, I think, more violent than I have ever known in my experience.

Very little water entered through the lower part of the turret, as before, having managed this time to get it down, which I now know to be absolutely necessary for safety before going outside; over the top, the sea would have regularly broken with the wind as far forward as abeam, had it not been for the weather cloth and curtains; as it was, the water found its way in, but not in large quantities.

The windlass seemed to have so completely rusted together in the joints, from the quantity of water which had been pouring over it for five days, that I had great difficulty in getting it to work, and had I been in a narrow channel the vessel must have gone ashore, notwithstanding the many alterations it has undergone. I do not now consider it as very reliable, and am afraid it will yet get me into some trouble. At no time was there a greater pressure on the boilers than

25 pounds; with this, and forty revolutions, there was no foaming of consequence, and everything worked well and smoothly.

I am, very respectfully, your obedient servant,
P. DRAYTON,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

U. S. S. MONTAUK,
Port Royal, S. C., January 20, 1863.

SIR: I have the honor to report that this ship left the bar of Beaufort, N. C., at 5:30, p. m. on the 17th instant; weather clear, wind northerly, and a little of the old S. W. sea still rolling; continued clear and moderate until sunrise of the 18th, when the wind hauled to the northward and eastward, with cloudy, threatening weather; at times it breezed up quite strongly, with the sea rising until sunset, when it partially cleared and the wind backed into N. by W. and so continued until midnight; sea rather increasing and confused. Toward the morning of the 19th the wind hauled again to the N. E., weather thickening and sea rising and more confused. At 10 o'clock a. m. crossed the S. E. channel bar of Port Royal entrance, and at 11:45 came to at this anchorage. Average speed down, about $6\frac{1}{2}$ knots, ship's motion easy both ways; on one occasion the stern overhang struck quite heavily five or six times, as reported by the engineer of the watch, but no unusual shock was felt on the turret at the time; soon after, the port overhang limber began to deliver a small stream, indicating either, firstly, that water had made its way more than usual around the rudder-hatch packing; or secondly, that water had made its way up through the rudderhead packing; or thirdly, that she had sprung a small leak in the overhang.

During the whole passage considerable water forced its way into the forward overhang and thence through the joints of the overhang bulkhead into the windlass room; she leaked a great deal about the decks, deadlights, and hatch covers. In rolling, the shock of the impact of side overhang was very perceptible all over the vessel. The sea sometimes broke over the deck as much as $2\frac{1}{2}$ or 3 feet deep. In a small, slow sea she is quite buoyant and lively; to a quick, heavy sea, the extent of experience thus far shows little disposition to give to or recover from. She steers well and steadily as long as she has good way on, especially in running before the wind; on the whole, she has behaved so far very well with the moderate test she has had, but gives positive indication that if forced end on into a sea will strain both overhangs greatly; and if she gets into the trough of the sea will wallow very heavily, to such an extent indeed, as to render the breaking of a tolerably high sea over the turret almost certain.

Respectfully, your obedient servant,
JOHN L. WORDEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Patterson, U. S. Navy, commanding U. S. S. James Adger, to proceed to Ossabaw Sound, towing the U. S. S. Montauk.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 22, 1863.

SIR: When the *Montauk* is ready for sea and Commander Worden deems it proper to move under his orders, you will please take her in tow and carry her to Ossabaw Sound, coast of Georgia. A skillful pilot will be sent to you.

The *Canandaigua*, Captain J. F. Green, is lying off the bar of Ossabaw. The *Seneca*, *Wissahickon*, and *Dawn*, with a mortar schooner, are lying inside.

You will remain in Ossabaw to tow back the *Montauk*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander T. H. PATTERSON,
U. S. S. *James Adger*.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, U. S. Navy, to facilitate the operations of the U. S. S. Montauk in Ogeechee River, for the destruction of the steamer Nashville (Rattlesnake).

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 22, 1863.

SIR: I am sending the ironclad *Montauk*, Commander Worden, to Ossabaw to ascend the Ogeechee, if she can, to capture the fort at Point Genesis and to burn the *Nashville*.

You will place the gunboats inside at Commander Worden's disposal for this operation. The *James Adger* will remain to tow back the *Montauk*.

Your dispatches were received and the subject of the engineer will be attended to.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain J. F. GREEN,
U. S. S. *Canandaigua*, Ossabaw.

Statement of deserters regarding the defenses of Charleston, S. C.

[JANUARY, —, 1863.]

Statement of Thomas Carnes, private.

Have served twelve months as private in the rebel army. Passed one day a week before last Christmas in Fort Sumter. There are 104 guns mounted on the fort. On North Channel side, battery of 12 X-inch columbiads on ramparts. No guns in middle tier, except one

for officers' drill; afraid to use guns in this tier, the arches being cracked and weak. Lower tier battery on North Channel side consists of 12 VIII-inch Dahlgrens. On the side of sally ports no guns mounted, except on ramparts, where there are 12 32-pounder light guns. Underneath this part are the officers' quarters. The North Channel battery will train down Lawford Channel. On Lawford Channel side there is 1 X-inch columbiad. No guns in lower tier; magazine is under Lawford Channel corner. Only 24 guns bear on North Channel. The main magazine in angle of fort facing Lawford Channel is vulnerable from the North Channel, it being protected only by a granite wall independent of the walls of the fort built outside and on the western side of the angle. The wall outside is 10 feet high and 8 feet thick. Another magazine is in the angle facing Fort Johnson. There are 4 rifled guns in Sumter, but they are not considered safe, and they do not use them. On Moultrie face there are 12 X-inch columbiads on rampart, and 12 VIII-inch Dahlgrens in lower tier. On city face there are 6 VIII-inch on rampart and 12 VIII-inch in lower tier. The balance of guns in Sumter are 32-pounders, on city side, and are not in good condition. These are being replaced as rapidly as manufactured by X-inch guns. Four large Armstrong guns are daily expected from Nassau. Fort Ripley, $1\frac{1}{2}$ miles from city, between Sumter and city, has 2 X-inch columbiads mounted; is intended for four. Four casemates in Johnson, with 2 VIII-inch Dahlgrens and 2 32-pounder rifles. Morris Island battery contains 2 VIII-inch Dahlgrens and 1 X-inch columbiad on the sea face, mounted; 3 VIII-inch Dahlgrens in casemates, which can not be trained seaward. No other battery on the island.

On the point of the city (that is the city battery) there are 6 VIII-inch Dahlgren guns and 2 8-inch rifles, en barbette, commanding the approach from Stono. The old floating battery is good for nothing. They are digging out Wappoo Creek to get gunboats to Stono. The ironclads carry 4 guns; draft, 9 to 10 feet; speed, 1 mile per hour. It is rumored they are to be stationary to assist lower battery on Stono. There are two building, one framed; the other, the materials being collected; are to be larger than the others; no machinery on hand for them; some expected from Nassau. There is no quantity of iron or composition on hand; have used all but three bells in the city. No other armed vessels in harbor, excepting rams. There are six months' provisions and water in Sumter, kept locked up. There are no clothes or stores in any quantity, except the provisions in Sumter.

Statement of Corporal Woodstock.

Magazine on Morris Island earthworks built of sand and logs; sand caving in constantly; square in form; 15 feet in size. Morris Island battery mounts on sea face 5 32-pounders, so-called, but marked "8-inch" on trunnions; 1 rifled gun, throwing a 70-pound projectile; land face, 5 32-pounders, marked same as on sea face; one or two may be lighter. More heavier guns are to be mounted. No guns on Cumming's Point; iron battery dilapidated; iron removed. There are 2 or 3 guns by Light-House Inlet. Carnes says there are none. Each ram has 2 IX-inch Dahlgren and 2 7-inch rifles. The plating is about 4 inches thick, strongly backed with wood. The roof extends under water, and is vertical, with ports. Maximum speed, 3 knots; draft, 8 feet. The channel of Stono River obstructed; not more than 2 feet

can be carried; rumored that they are deepening the channel; do not think it has been commenced. Fort Lamar, the principal fort on James Island during the attack of Brannan, has been strengthened by additions of earthworks on each flank.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to tow the ironclads Weehawken and Patapsco to Port Royal, S. C.**

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 23, 1863.

SIR: Notwithstanding the important duty upon which I sent you this morning, a dispatch from Acting Rear-Admiral Lee and a message from the Navy Department express a desire that I should send one or more steamers to Hampton Roads to assist in bringing down the *Weehawken* and *Patapsco* to this place. The *James Adger* being required here to tow the *Montauk*, I can only send the *Rhode Island*.

You will, therefore, on the receipt of this, proceed without delay to Hampton Roads and report to Rear-Admiral Lee for the above duty. If you pass Beaufort in the daytime, I recommend your looking in, as these vessels might be there in tow of the *Pawnee* and *Lodona*, in which case you will of course return here, assisting them down.

Should they not be there, and yet have left Hampton Roads before your arrival, you will also return at once to Port Royal, as you are aware of the important service I have for the *Rhode Island*.

You will transfer the two pilots now on board of your vessel to the *Augusta*, which ship is to relieve you off Charleston.

You will inform Mr. Ricketson (belonging to the *Colorado*) that his letter will go north to-morrow in the *Arago*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander S. D. TRENCHARD,
U. S. S. Rhode Island.

P. S.—You will not mention your destination or its object to anyone on your ship or to anyone off Charleston, as I desire it should not be known to anyone but the senior officer present.

S. F. DU P.
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, regarding proposed reconnoissances of Charleston Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 24, 1863.

SIR: You will please proceed with the *Bibb* off Charleston and report to Captain W. R. Taylor, of the *Housatonic*, senior officer present, for the important service which you have received from me verbally, the substance of which is contained in a dispatch from me to Captain S. W.

*See Series I, vol. 8, p. 379; also Series I, vol. 2, p. 61.

Godon, of the *Powhatan*, a copy of which I enclose, which you will please show to Captain Taylor when reporting under this order.

I find it only necessary to repeat one thing and to request that you will call Captain Taylor's attention to it, that as much secrecy be given to the operations intrusted to you as circumstances will render possible.

Thanking you for your ready zeal on all such occasions,

I remain, respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. O. BOUTELLE,
U. S. Coast Survey, Steamer Bibb.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 22, 1863.

SIR: The *Rhode Island* takes up the two pilots. I desire you to give her a station nearest to the bar, that a system of reconnoissance and sounding may be commenced in the channels over it.

This must be done at night, with great caution, in order not to excite the attention of the enemy. The object is to obtain not alone the depth of water, but to acquire such familiarity with the features of the channels as to enable the pilots hereafter to plant the necessary buoys in one night.

You will please give Commander Trenchard such assistance as you may deem necessary, and such counsel as your long experience off Charleston may render desirable.

You had better come down yourself and coal as soon as you can.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
U. S. S. Powhatan, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to proceed on transport duty to St. John's River, Florida, returning to duty in St. Simon's Sound, Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 24, 1863.

SIR: You will please proceed with the *Paul Jones* under your command to St. John's River, delivering the ammunition and stores for the vessels there and at the same time making a reconnoissance of the St. John's as far as you may deem necessary.

You can, if convenient, stop at St. Simon's on your way south, delivering the mails there, but after your reconnoissance up the St. John's you will return to St. Simon's and take charge of the blockade there and the adjoining waters.

You will please send the invalided medical officer of the *Midnight* by the *Ben De Ford* if possible.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander CHARLES STEEDMAN,
U. S. S. Paul Jones.

Confidential report of Rear-Admiral Du Pont, U. S. Navy, urging an increased force of ironclads for operations against Charleston, S. C.

No. 36.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 24, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's confidential dispatch of the 15th instant.

The Department has been informed through my private letters to the Assistant Secretary of the general character and extent of the defenses of Charleston. I shall endeavor to execute its wishes with such force as it may deem necessary for this purpose.

The Department is aware that I have never shrunk from assuming any responsibility which circumstances called for nor desired to place any failure of mine on others; but the interests involved in the success or failure of this undertaking strike me as so momentous to the nation at home and abroad at this particular period that I am confident it will require no urging from me to induce the Department to put at my disposal every means in its power to insure success, especially by sending additional ironclads, if possible, to those mentioned in your dispatch.

The army is not ready even for the limited cooperation it can give, though anxious to render every assistance.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Du Pont, U. S. Navy, announcing casualties to the U. S. S. Water Witch.

No. 33.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 24, 1863.

SIR: I regret to inform the Department that another of my vessels has been disabled. The steamer *Water Witch* met with a serious accident whereby her upper cylinder head has been rendered useless.

Enclosed (marked No. 1) is a report* of the board of survey, consisting principally of engineers.

She will require a new cylinder head, which can not be either made or fitted here, and I shall therefore send the *Water Witch* north, whenever I can get a tow for her.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic, Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* Not necessary to publish.

Letter from Captain Green, U. S. Navy, to Commander Worden, U. S. Navy, commanding U. S. S. Montauk, giving information obtained from contraband regarding the steamers Nashville (Rattlesnake) and Fingal.

U. S. S. CANANDAIGUA,
Off Ossabaw Bar, January 25, 1863.

DEAR WORDEN: I have just finished catechising a contraband who left Savannah last Friday night, and who worked on the *Fingal* from the time work was commenced upon her to fit her as an ironclad until she was finished.

He is very intelligent, and gives so coherent and apparently truthful statement in regard to that vessel that I think it of sufficient importance to communicate the substance of the information obtained from him to you.

The *Fingal* dropped down to [St.] Augustine Creek last Monday for the purpose of taking advantage of the high tides and going through that creek if possible, otherwise by Fort Pulaski and proceed by sea to rescue the *Nashville*. For some unknown reason she did not attempt it, as the contraband saw her off the mouth of the creek last Friday.

She draws 18 or 19 feet of water. Roofing extends from midships forward and aft to within 20 or 30 feet of bow and stern; eaves calculated to be 1 foot under water; top of roof flat, about 12 feet wide, in which is a scuttle forward; smokestack amidships and lookout turret aft; wheelhouse on spar deck abaft the roofing.

She mounts six rifled breech-loading guns of 6-inch caliber, throwing projectile of 120 pounds, one mounted in each end, and two on each side, which are shifting; one pivot-forward, one aft, and four on each side. Portholes 18 inches square. Guns about 4 feet from water. Magazine and shell room on deck below gun deck; weakest part of the vessel, the stern. She leaks badly.

The roof is clad with two layers of iron $1\frac{1}{4}$ inches thick; the hull to the depth of 5 feet, with two layers of 2 inches thick; spar deck outside of roof, with $1\frac{1}{4}$ inch. Speed will not exceed 3 miles per hour.

Hoping this information may be of some service to you, and wishing you complete success in your present undertaking,

I am, very truly, yours, etc.,

J. F. GREEN.

Commander J. L. WORDEN,

Commanding U. S. S. Montauk, Ossabaw Bay.

P. S.—I shall probably leave for Port Royal to-morrow to get a supply of coals, etc.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, commanding U. S. S. Passaic, to assume station in Wassaw Sound to guard against the escape of the steamer Fingal.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 26, 1863.

SIR: You will please proceed with the *Passaic* under your command, in tow of the *Canandaigua*, to Wassaw Sound.

For the better guarding of that sound and the gunboats now there against any attempt which may be made by the ironclad steamer *Fingal*

(otherwise called the *Atlanta*) to enter Wassaw, you will take such position as you may deem most desirable.

If from information received there you should consider it proper to ascend the Wilmington River, you can do so.

The *Fingal*, as I have every reason to believe, is either in St. Augustine Creek, or at its month, ready to pass into Wilmington River by the first opportunity.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Passaic, Port Royal.

Letter of Rear-Admiral Gregory, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, regarding the dispatching of the steamer Ericsson, carrying rafts and bombs for use in clearing obstructions.

NEW YORK, January 27, 1863.

ADMIRAL: The chartered steamer *Ericsson*, under charge of Acting Volunteer Lieutenant E. H. Faucon, has been dispatched by order of the Navy Department with several rafts, bombs, etc., constructed for the purpose of destroying and clearing harbor obstructions, etc., and directed to report [to] you at Port Royal.

Chief Engineer Robie and Assistant I. Newton will also report to you and give you all necessary information respecting the construction and intended use of them, having been employed in getting them up. Chief Engineer A. C. Stimers will soon follow with all other requisites necessary.

From experiments made here, if properly brought into operation, they will be found very effective.

I am, very respectfully, your obedient servant,

F. H. GREGORY,
Rear-Admiral.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting the presence of a gunboat in Skull Creek, South Carolina.

HDQRS. DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., January 27, 1863.

ADMIRAL: I write in haste to inform you that the rebels are shelling one of our steamers at Chimney Point, 4 or 5 miles above Seabrook, on Skull Creek, and have the honor to request that a gunboat may be sent up immediately to the vicinity, if such be your pleasure.

I have the honor to be, admiral, very respectfully, your most obedient servant,

D. HUNTER,
Major-General, Commanding.

Admiral DU PONT,
Comdy. U. S. Blockading Squadron, Port Royal Harbor.

Report of Captain Taylor, U. S. Navy, transmitting reports of Lieutenant-Commander Quackenbush and Acting Master's Mate Reed, U. S. Navy, regarding the entrance of a blockade runner at Charleston, S. C.

U. S. S. HOUSATONIC,
Off Charleston, January 27, 1863.

SIR: I have the honor to enclose reports of Lieutenant-Commander Quackenbush and Master's Mate Reed in relation to the running of the blockade by a steamer last night.

Lieutenant-Commander Quackenbush thinks she succeeded in getting in.

I am, sir, very respectfully, your obedient servant,
WM. ROGERS TAYLOR,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Block. Squadron, Port Royal, S. C.

[Enclosures.]

U. S. GUNBOAT UNADILLA,
Off Charleston, January 27, 1863.

SIR: I have the honor to submit to you the following report:

On the morning of the 27th instant at 2 a. m. a blue light was observed to the eastward, supposed to be on board the schooner *Blunt*. Shortly after a rocket was sent up, apparently from the same position, in a southwest direction. I was prepared to slip, guns ready for service. After waiting for about ten minutes another rocket was discharged from a boat which I had stationed on picket duty midway between the ship and the shore. The instant this last rocket was seen I slipped my cable and stood directly inshore under full steam, but was unable to get full sight of the vessel, notwithstanding my every effort. It is to be presumed that in consequence of the strange steamer's great speed she escaped athwart my bows before we could approach sufficiently near to make her out.

I am, very respectfully, your obedient servant,
S. P. QUACKENBUSH,
Lieutenant-Commander.

Captain WM. ROGERS TAYLOR,
Senior Comdg. Officer Blockading Fleet off Charleston, S. C.

U. S. SCHOONER G. W. BLUNT,
Off Charleston, January 27, 1863.

SIR: I have the honor to inform you that at 1:45 this morning I observed a steamer attempting to run the blockade, said steamer bearing S. E. and steering about N., distance about 400 yards. Immediately called all hands to quarters, fired the port gun at her, burned a Coston night signal, and fired a rocket. By this time she had crossed our bows and hauled to the southward. We then fired the starboard

gun and made sail, but the wind being southerly and the steamer steering in that direction, it was impossible for us to give chase.

I am, sir, very respectfully, your obedient servant,

B. D. REED,

Master's Mate, Commanding.

WM. R. TAYLOR,

Captain and Senior Officer off Charleston.

Additional report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla, regarding the entrance of a blockade runner at Charleston, S. C., January 27, 1863.

U. S. GUNBOAT UNADILLA,

Stono Inlet, February 23, 1863.

SIR: I regret exceedingly that you should for a moment entertain the thought that the officers of this vessel had been remiss in their performance of duty, particularly in regard to their vigilance whilst performing blockading duty, for I assure you they have well and faithfully executed their duties in that respect. It is doubtless my fault that you formed the impression that vessels had run into Charleston without a sufficiently prompt effort on my part to prevent them, from the fact that my report to Captain Taylor would allow you to infer that I had been too dilatory in my movements. I confess that I was not as explicit as I should have been had I supposed my report would have been sent to you. What my report lacked in detail was communicated verbally and entirely to the satisfaction of Captain Taylor. In order to relieve my officers from any imputation of want of vigilance, permit me to detail in full the circumstances of a steamer having succeeded in reaching Charleston after the warning and guiding signals had been made from the schooner *Blunt*.

On the morning of the 27th January, 1863, at 1:45, the *Blunt* burned a blue light and shortly afterwards threw up a rocket to the westward. I had at the time a picket boat out, stationed to the northward and eastward, and was between this vessel and the shore. The officer in the boat had directions, in the event of seeing a vessel, to throw up a rocket in the direction she appeared to be steering, after the vessel had passed, then to show his light, to prevent our firing into the boat or running over her; also orders, in case the vessel turned to run out, to flash the light. Immediately after the *Blunt* made her signals, the shackle bolt was knocked out and we had only to raise the compressor to be free to move. A few minutes elapsed, perhaps five, and it may have been ten, when the rocket was discharged from the boat; instantly the vessel was underway and standing in toward the shore. I had proceeded some distance when it was reported that the boat was flashing her light, and as that was a signal indicating a change of course of the vessel I put my helm to port and steered in toward the boat. It is to be considered that, notwithstanding there were at least thirty persons on the lookout, no vessel had yet been discovered from this vessel. As soon as we had approached within hail of the boat I enquired where the strange vessel was, and was told she had passed in. In answer to my enquiry why the light had been flashed from the boat, that officer stated that it had not been flashed; this was doubtless so, but the motion of the boat made it appear so.

I do hope this explanation will be satisfactory to you, as it was to Captain Taylor, and will have the effect of relieving my officers from the suspicion of want of vigilance and attention. The blame, whatever it may be, must be attached to me, and it was in a great measure, feeling conscious that I had done all that mortal man could do in the discharge of my duty, that I failed to consider that I should be more particular in my report than I was. I do beg, sir, you will on the receipt and perusal of this statement relieve my officers from blame, for they surely do not deserve it. In regard to the officers of the *Unadilla* considering their pecuniary interests greater than the duty they owe to their country, I must say their pride in capturing prizes and rendering the *Unadilla* a credit to the squadron under your command has been their first and highest motive. On the occasion of the capture of the *Princess Royal* I know that pecuniary interests were never thought of; on the contrary, I heard the officers remark that the taking of that vessel was more gratifying to them than untold wealth. Subsequent events induced them to enter a protest in regard to other vessels sharing which they conceived had no claim, basing their opinion on certain facts derived from signaling.

Very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Capture of the schooner Emma Tuttle off Charleston, S. C., by the U. S. schooner Hope, January 27, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 61.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 6, 1863.

SIR: I have the honor to report the capture of the schooner *Emma Tuttle*, flying the English flag, on the morning of January 27, off Charleston, by the U. S. schooner *Hope*, Acting Master John E. Rockwell, commanding, under the following circumstances:

At daylight on the morning of the 27th the *Hope*, when in 5 fathoms water and off the east end of Rattlesnake Shoal, discovered the schooner *Emma Tuttle* about 2 miles distant, apparently steering S. E. The *Hope* tacked and bore down upon her, and the stranger immediately kept off to the east, evidently trying to escape, but was soon overhauled, and after a shot was fired across her bow, she hove to, hoisting the English flag. A boat was sent aboard and her captain was brought on [board] the *Hope*, bringing her papers, viz, her manifest of cargo, her registry and list of crew, and log book, not written up.

She purported to be from Nassau, [New Providence], and bound to Baltimore, though at the time she was captured she was steering S. E.

The schooner was brought to Port Royal, where a survey was held upon her (herewith enclosed, marked "No. 1"), which pronounced her unseaworthy, and an inventory of her cargo taken, most of which was contraband, consisting of a number of bags of saltpeter.

The cargo was transhipped to the schooner *R. W. Dillon*. Acting Master's Mate [James B.] Williamson, of the *Hope*, went north to the

port of Philadelphia in charge of the cargo (much of which was damaged). The master of the *Emma Tuttle*, William Florence, and one of the crew were sent to Philadelphia on the *Dillon*. The rest of the crew will be sent by the first opportunity.

I may add that the schooner was taken once before, but her crew succeeded in recapturing her.

Enclosed is a bill of lading, signed by the master of the *R. W. Dillon*, and marked "No. 2."

I forward herewith a list of the officers and crew of the U. S. schooner *Hope*, marked "No. 3."

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Taylor, U. S. Navy, senior officer present.

U. S. S. HOUSATONIC,

Off Charleston, January 27, 1863.

SIR: Acting Master Rockwell reported to me at 2 p. m. to-day that he captured the schooner *Emma Tuttle* at 8 o'clock this morning about 10 miles E. N. E. of this anchorage. She has on board an assorted cargo. Amongst the articles are salt, hardware, and saltpeter. The weather being thick, he fell in with the ships at the lower end of the line, and having anchored his prize near the *Keystone State*, ran down to this ship for instructions. He states that she is leaking and as being in a bad condition generally. Commander LeRoy has rendered such assistance as was necessary.

As the prize is lying from 4 to 5 miles dead to windward, the weather thick and wind fresh, I directed Acting Master Rockwell to return to her without waiting for written instructions, and whenever the wind and weather would permit, to proceed with her to Port Royal.

The *Para* will go down to-morrow if the weather should be suitable and convey this report. I presume she will arrive as soon as the *Hope*.

I am, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdy. Squadron, Port Royal, S. C.

Report of Acting Master Rockwell, U. S. Navy, commanding U. S. schooner *Hope*.

U. S. SCHOONER HOPE,

Port Royal, S. C., February 2, 1863.

ADMIRAL: I have the honor to report the capture of schooner *Emma Tuttle*, under the English flag, and under the following circumstances:

There can be no doubt of her intention to get into Charleston if she could have done so. She is the same vessel that was recaptured by her original crew from prize crew and taken to Nassau, New Providence.

On the morning of January 27, while returning from Georgetown, S. C., toward this port, and when in 5 fathoms water off the east end of Rattlesnake Shoal, it being then daylight, I made said schooner bearing S. E. some 4 or 5 miles distant; wind at the time, S. S. W. When first seen, appeared to be steering S. E. Having been under easy sail with the *Hope*, I tacked to S. E. and set mainsail. The stranger immediately kept off to about east, evidently trying to run. The *Hope* soon overhauled him, and after firing a shot across his bow, he hove to, hoisting the English flag. When within hail the captain replied he was from Nassau. I sent an officer on board, requesting the captain to come on board the *Hope* with his papers (the accompanying are all he produced, list of cargo and of crew); said he was from Nassau, bound for Baltimore; expressed much dissatisfaction at being detained, as she was leaking badly and partially disabled. From the nature of his cargo, his position when first seen, and his own admission that his vessel had been captured before and rescued, I determined to bring her to this port. With a view to communicate with the senior officer off Charleston, I detained the captain on board the boat, leaving an officer and four men on board the prize. Took her in tow and ran in W. S. W. about 2½ hours, when I made the steamer *Keystone State*. It being somewhat thick at the time, could not make out the flagship. Anchored near the *Keystone State* and reported to Commander Le Roy, asking of him the assistance of six men as the prize numbered nine men all told. Captain Le Roy kindly furnished me the men and an officer to assist me.

The weather having cleared, I then ran up to and went on board the *Housatonic*, reporting to Commander Taylor. He advised me by all means to stop by the prize under the circumstances and convoy her down. Evening, anchored near the prize, took out four of her crew, and replaced them with four of the *Hope's*, retaining those from the *Keystone State* on board the *Hope*.

28th. Strong gale from S. S. W. At 7 p. m. parted chain and set two reefed foresail; stood offshore. Midnight, blowing heavy. Carried away foregaff while wearing ship. Morning of 29th, moderating. Worked up to prize and anchored. Wind still too far to S. W. to attempt working to S. and westward in disabled condition of prize.

30th. Proceeded to get underway and worked to S. and westward. At sunset, off Stono. The U. S. S. *Bibb* having come along, Captain Boutelle kindly took charge of mail and dispatches, and relieved me of the charge of four prisoners. I then took the prize in tow again, and at daylight, 31st January, was 10 miles S. S. W. from North Edisto. Left prize to proceed, and stood in for the purpose of delivering mail and express to steamer *South Carolina*. The wind failing, could not reach Edisto until evening; 7 p. m. ran in to inner buoy, when a boat from the *South Carolina* came alongside for mail. Having delivered them, and received mail and dispatches from them, proceeded to get underway and beat out, clearing the fair-way buoy at 10 p. m. Have had light winds and calms, arriving at this anchorage p. m., February 2, 1863, the prize having arrived first.

Hoping my acts will meet your approval, I am, very respectfully, your obedient servant,

JOHN E. ROCKWELL,
Acting Master, Commanding Hope.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Attack upon Fort McAllister, Ga., by the U. S. ironclad Montauk and wooden vessels, January 27, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, giving information gained in the attack.

No. 41.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 28, 1863.

SIR: Considering it desirable to test in every way the efficiency of the ironclads that had arrived, and to avail myself of their presence until others come, I sent Commander Worden down to Ossabaw to operate up the great Ogeechee River and capture, if he could, the fort at Genesis Point, under cover of which the *Nashville* was lying, now fitted as a privateer and waiting to run the blockade, and in case of success the railroad was also accessible.

I enclose a copy (marked No. 1) of Commander Worden's report, received at midnight by the hands of Ensign [Mortimer L.] Johnson, one of my aids, who, in one of our armed tugs, witnessed and participated in the attack. He informs me that the fort was a very formidable casemated earthwork with bombproofs, and mounting nine guns, the firing from which was excellent.

We have obtained valuable information in the success of the working of the XV-inch gun, and although the *Montauk* was struck thirteen times she received no injury. My own previous impressions of these vessels, frequently expressed to Assistant Secretary Fox, have been confirmed, viz, that whatever degree of impenetrability they might have, there was no corresponding quality of aggression or destructiveness as against forts, the slowness of fire giving full time for the gunners in the fort to take shelter in the bombproofs.

This experiment also convinces me of another impression, firmly held and often expressed, that in all such operations to secure success troops are necessary. The distance at which Commander Worden was compelled to engage—not far from his extreme range—may modify to some extent the above views. The Department, however, will observe how difficult if not impossible it will be to remove sunken obstructions and piling in shallow water under fire—very different from rafts or booms, floating chains, etc.

The *Fingal* left Savannah and has got to the mouth of St. Augustine Creek, whether to try Pulaski and run by it to sea, or to Wassaw on her way to Ossabaw to convoy the *Nashville*, I know not, but most probably the latter. I am waiting for the weather to moderate to get the *Passaic* towed to Wassaw in order to intercept the *Fingal* and protect the blockading force there, but these monitors are so unsafe at sea and so helpless in themselves that the weather must be narrowly watched.

I had the smokestack of the *Ironsides* taken down and ordered a trial trip to be made without it, but the result proved so unfavorable, in consequence of the escape of gas, particularly in the engine room, that I had it replaced. I then directed a board of officers to examine into the practicability of removing the turret forward, where it should have originally been placed, but the board has reported that, though in every way desirable, yet, on account of its great weight (18 tons) it is impracticable, with the means at our command, to move it. Where there are no means of feeling one's way with the lead it is of the utmost importance that the view should be clear ahead. A greater blunder in

a matter of so much moment I do not remember to have met with before, as the vessel may be ashore before she is half in action.

Enclosed is Captain Turner's report of the effect of cutting down the smokestack, which further illustrates what I have written (enclosure, marked No. 2).*

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*.

U. S. S. MONTAUK,

Great Ogeechee River, January 27, 1863.

SIR: I have the honor to report that this vessel, in tow of the U. S. S. *James Adger*, arrived off the bar at Ossabaw Sound at 1:50 p. m. on Saturday, 24th instant. I reported immediately to Captain Green, and on returning to this vessel a thick fog set in. At 3:27 p. m. it lifted so that I was enabled to proceed up the channel under the pilotage of Mr. Godfrey. At 5:10 p. m. the fog compelled us to anchor. The fog remained with us all day Sunday, being so dense that we were unable to proceed. On Monday the fog hung with us most of the morning, during which time I called the commanding officers of the *Seneca*, *Wissahickon*, *Dawn*, and *C. P. Williams* together and arranged our plans of attack. At 1:30 p. m. I got underway, with Mr. Murphy as pilot, and stood up the river, anchoring just outside of the range of Fort McAllister. During the afternoon the *Seneca*, *Wissahickon*, the *Dawn* towing the *C. P. Williams*, came up and anchored in line astern. At 8 o'clock one boat from the *Seneca* and one from the *Wissahickon*, both in charge of Lieutenant-Commander Davis, proceeded up the river to reconnoiter and destroy the ranges of the enemy's guns, which were placed near Harvey's Cut. This service was performed well, and Lieutenant-Commander Davis reported to me just before midnight. He went within a short distance of the obstructions of spiles and from appearances came to the conclusion that the obstructions were protected by torpedoes.

At 7 o'clock this morning I got underway, followed by the vessels enumerated, taking up a position about 150 yards below the obstructions at a point designated by a flag placed there by Lieutenant-Commander Davis last night. The other vessels anchored in line about 1½ miles astern.

At 7:35 a. m. we opened fire on the fort. After firing our XI and XV-inch guns once the enemy opened a brisk fire upon us. In less than an hour we had obtained our ranges, the enemy's fire slackening. Their practice was very fine, striking us quite a number of times, doing us no damage. Most of their shot struck inside of 15 feet from us. Our practice was good, the enemy replying only at intervals.

At 11:15 a. m., all our shells being expended and finding our solid shot not seriously affecting the enemy, I ordered the firing to cease

*See p. 550.

and stood down the river. A rain storm and thick weather setting in, the other vessels were withdrawn out of range.

The enemy have a very strong position. I send the *Daffodil* with this report, and shall await your further orders. I have no casualties to report from any of the vessels. If another attempt is to be made upon the fort, I shall require more ammunition. The gunboats also require a supply of ammunition.

Very respectfully, yours, etc.,

JOHN L. WORDEN,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Second Assistant Engineer Stephens, U. S. Navy.

ENGINE DEPT., U. S. IRONCLAD STEAMER MONTAUK,
Off Fort McAllister, Ga., January 27, 1863.

SIR: Respectfully I make the following report:

With hatch and air port battle covers on, heavy banked fires in boilers, and 25 pounds of steam, we remained in condition, during the night, to move at short notice. All hands were called at 5:30 a. m. At 6:20 spread fires. Engines having been reported ready for motion all hands went to general quarters, stationed as follows:

Second Assistant Engineer Robert Potts in engine room at engine starting bars.

Acting Second Assistant Engineer William D. Forbes in engine room at engine starting bars.

Third Assistant Engineer Daniel P. McCartney, with three men, in turret room at the fan-blower engines and turret engines.

Third Assistant Engineer George M. Greene detailed as Captain's aid.

Second watch of firemen and coalpassers on duty, remained at fires.

Third watch was sent to report to officer in command of powder division forward.

First watch were divided as follows: One man placed with hand lantern in each passageway communicating fore and aft the vessel; one man placed in each coal bunker; one at bilge pump strainers with orders to report any accident or damage at once.

The oilers took positions about each side of engines.

Storekeeper was ready with tools in case they were called for.

Fire hose were attached to port steam pump and coiled in port passage, ready for use.

At 6:45 a. m. started engines ahead fast (forty-eight revolutions). At 7:17 a. m. stopped, ship anchored in range of the fort; kept low fires with from 25 to 30 pounds of steam. At 7:30 our first gun fired. At 7:35 a rebel shot struck the vessel. At 8:05 a. m. a shot struck lower section of smokepipe with force, making an indentation, but causing no material injury to it. The firing from turret seemed slow and deliberate to those in engine room; the smoke from guns was forced rapidly into fireroom at each discharge, but was well diluted

with air by the fans, and rapidly passed out through furnaces and smokepipe, causing no unusual discomfort. The temperature during the action did not exceed 104°; average for whole time of action (four hours), 103° Fahrenheit. The sound or report of our guns was not acute, as when standing by during a discharge on the open deck, but was heavy and dull. The concussion of air seemed insignificant, except when the guns were fired aft, then deck and boilers seemed to spring up an inch or more, causing apprehensions of leakage from the numerous tube joints of the boilers. We were aware of this vessel being struck many times by the rebels' shot, but could not distinguish where except when striking overhead, and could not then realize any danger from them.

At 10:15 and 10:20 a. m. started ahead slow for a few minutes each time. At 11:50 all hands were "piped down," then called to "up anchor." At 12:05 noon started ahead slow until 12:45 p. m. Stopped, anchored, then removed air port battle covers from over fireroom and cleaned fires and machinery.

There was no increase of water in the bilge more than usual during the action, neither has there been any damage discovered in boilers, engines, or department, excepting the breakage of glass articles by the concussion, such as lamps, thermometers, etc. Considering the performance of the boilers, engines, and machinery of this vessel satisfactory during the action, I beg leave to submit this as my report for the day.

THOS. A. STEPHENS,
Senior Engineer.

Captain JOHN L. WORDEN.

Congratulatory letter of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy.

WABASH,
Port Royal, January 28, 1863.

MY DEAR CAPTAIN: You have managed everything judiciously and we have acquired valuable information. Further success depended in my mind upon the character and distance of the obstructions from the fort.

I am sending home for more ammunition. I recommend your preventing any ill-considered reports reaching the press and magnifying your attack into a repulse.

Please give my regards to your clever associates, Gibson, Davis, and Barnes.

I will acknowledge your report, of course, in a more official form than by the letter which goes with this. The only fault I find is the tremendous amount of ammunition consumed by gunboats, particularly by Barnes with his rifle gun.

With thanks to Him who overrules all these things that you are all spared, I am, most truly, yours,

S. F. DU PONT.

Commander J. L. WORDEN,
Montauk.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, regarding a renewal of the attack.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 28, 1863.

SIR: I have received your report of operations in the Ogeechee. Unless you can get nearer the fort by the removal of the obstructions and torpedoes, I see no advantage in renewing the attack upon it.

You will please order the *Dawn* up here without delay. I need not add how careful you should be if you make any attempt to deal with the torpedoes.

If you can spare the *James Adger* I wish her to tow the *Passaic* to Wassaw or the Savannah River.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Commander J. L. WORDEN,
U. S. S. *Montauk*, Senior Officer Present, *Ossabaw*.

Abstract log U. S. S. *Montauk*, Commander Worden, U. S. Navy, commanding.

, January 25, 1863.—Getting ship ready for action.

January 26.—At 1:30 p. m. started up the Ogeechee River. At 7 saw a light over the marsh in the direction of Coffee Bluff. At 7:45 two boats on expeditionary duty passed up from the fleet.

January 27.—At 6:30 a. m. got underway and stood up the river. At 7:30 anchored below the battery about 1,600 yards, on the Big Ogeechee River, about 700 yards below the obstructions. At 7:25 beat to quarters and opened fire with shell, which was immediately answered by the enemy with eight heavy guns. Continued the engagement until 11:55, when we ceased firing on account of not having proper ammunition to continue the engagement. At this time the enemy had but two guns mounted, and were firing at intervals of about twelve minutes. At 12:10 lifted our anchor and steamed back to our former moorings, where we anchored at 12:30 p. m. The following projectiles were expended during the action: XV-inch gun—2 hollow shot, 2 5-second shell, 16 7-second shell, 5 10-second shell, 1 15-second shell, 35 cartridges. From XI-inch gun—5 solid shot, 3 5-second shell, 24 10-second shell, 3 15-second shell. During the action we were struck by the enemy's shot as follows: Four times in turret, once in smokestack, four times on deck, three times in side plating, once in boat spars, sinking second cutter, also a number of times by fragments of shell. The *Wissahickon*, *Seneca*, *Dawn*, and mortar schooner *C. P. Williams* participated in the engagement; no casualties.

Abstract log of the U. S. S. *Seneca*, Lieutenant-Commander W. Gibson, U. S. Navy, commanding.

January 26, 1863.—In Ogeechee River. From 8 to meridian: Commenced preparing the vessel for battle by putting the chains up and down the outside of the vessel amidships; sand bags on the inside of

the coal bunkers to protect the engines. At 1:30 p. m. the *Montauk* got underway and steamed up the river. At 2:05 p. m. the *Wissahickon* came in and followed the *Montauk*. Got an iron box on the fore-crosstrees for the lookout. Shifted some sand bags from the port bunker to the starboard side of the deck. Finished fitting the chains up and down the port side amidships of the vessel. Furled sail. At 3 p. m. the masthead man reported a vessel coming through Romerly Marsh with 268 at the fore. At 7:40 p. m. sent away the cutter, in charge of Mr. Rogers, to reconnoiter and remove obstructions in the river above us.

January 27.—From 4 to 8 a. m.: Light breezes from the southward, with passing clouds. At 6:40 the *Montauk* got underway and stood up the river. At 7 a. m. up anchor and stood up the river and called all hands to quarters. At 7:19 a. m. fired the rifle gun. No reply from the battery. At 7:25 battery opened and the action became general. At 7:40 a. m. let go the port anchor. The *Wissahickon*, *Dawn*, and mortar schooner anchored in line of battle astern of us. From 8 to meridian: Swinging to the flood. At 8:30 a. m., not being able to bring our guns to bear, ceased firing. At 9:30 a. m. commenced firing. At 12 meridian ceased firing, and moved farther down. Used 36 XI-inch shell and 57 rifle shell. Weather clear; wind, S. S. W. From meridian to 4 p. m.: Light airs from W. S. W., cloudy and rainy. Received on board from the *Daffodil* 202 2-pound charges of powder and 48 patent charges for the Parrott gun.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

January 27, 1863.—At anchor in the Ogeechee River in company with the *Montauk*, *Seneca*, *Dawn*, and mortar schooner *C. P. Williams*. At 6:55 a. m. the *Montauk* got underway and moved up river, followed by the U. S. gunboat *Seneca*. At 7:30 we got underway, followed by the U. S. gunboat *Dawn* and mortar schooner *C. P. Williams*, and took position astern of the *Seneca* and about $1\frac{1}{4}$ miles from the battery on Genesis Point. At 7:40 the *Seneca* opened fire on the battery, followed by the *Montauk*. At 7:49 we opened fire with the XI-inch gun, 20-pounder Parrott, and 12-pounder howitzer, after which the action became general. From 8 to meridian, firing at intervals. Meridian to 4 p. m.: First two hours moderate breeze from southward and westward; last two, wind from northward and westward and strong, with rain. At 12:30 p. m. ceased firing. Ammunition expended: XI-inch gun, 34 shell; 20-pounder Parrott, 19 shell; 12-pounder rifle howitzer, 19 shell. At 1 p. m. the vessels got underway and moved down the river. At 1:20 came to anchor.

Abstract log U. S. S. *Dawn*, Lieutenant-Commander Barnes, U. S. Navy, commanding.

January 27, 1863.—At 7 a. m. weighed anchor, took schooner in tow, and, in company with the ironclad *Montauk* and gunboats *Seneca* and *Wissahickon*, ran up [Ogeechee River] and engaged Fort McAllister. At 12:50 p. m. steamed back to our former anchorage, having fired from 100-pounder Parrott rifle 55 shells and 11 solid shot; from 20-pounder Parrott 31 shells.

Abstract log U. S. schooner C. P. Williams, Acting Master Freeman, U. S. Navy, commanding.

January 26, 1863.—At 5:30 p. m. came to anchor in Ogeechee River.

January 27.—At 7:30 a. m. were taken in tow by the U. S. S. *Dawn* and placed in position for bombarding Fort McAllister. At 7:45 a. m. opened fire from the mortar. Continued action until 12 meridian. Discharged 18 rounds from mortar, 31 from Parrott rifle, and 6 from broadside gun (32-pounder). At 12:10 p. m. were taken in tow by the *Daffodil* and placed in our former position.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, regarding newspaper reporters.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., *January 30, 1863.*

SIR: A long and detailed account of your operations against the battery in the Ogeechee, written by Mr. Osbon, was received this morning too late to go by the *Circassian*.

I was of course aware that Mr. Osbon was on board the *Montauk*, but I did not intend that he should be there as a reporter for his paper until after the operations on Charleston, having refused to permit other reporters at Hilton Head to go on this expedition.

This communication of Mr. Osbon's is objectionable for the following reasons, and can not, therefore, be forwarded by mail:

1. Because it is written from the ship and would naturally be supposed to come from one of the officers, and is therefore in direct violation of my General Order No. 8, which I have enforced vigorously in this squadron.

2. Because it gives information which would be of the greatest value to the rebels on many material points, particularly in enabling them to perfect their defenses at Charleston.

3. That it magnifies the object of the expedition, predicts successes which were not borne out by results.

I have always been liberal to reporters, but I can not permit all our preliminary experiments in view of the attack upon Charleston to be made public—experiments of the utmost value to us, which, however, would be neutralized if published to the enemy beforehand.

It is my purpose when the attack on Charleston is made, and when definite results must happen, to permit all the members of the press who desire it and can be accommodated to be present, but even in this case their letters must show that they are written by reporters and not by officers of the Navy.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander JOHN L. WORDEN,
U. S. S. *Montauk*.

Report of General Beauregard, C. S. Army, Commanding the Department of South Carolina, Georgia, and Florida.

CHARLESTON, S. C., *January 28, 1863.*

Two enemy's gunboats and three steamers attacked for several hours yesterday [Fort McAllister], Genesis Point, on Great Ogeechee.

Attack repulsed; nobody hurt in fort. Two steamers went out this harbor safely last night and one came in with various army supplies.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General.

*Order of Commander Worden, U. S. Navy, to Commander Patterson,
U. S. Navy, commanding U. S. S. James Adger.*

U. S. S. MONTAUK,
Ogeechee River, January 29, 1863.

SIR: You will proceed without delay to Port Royal, S. C., and report to Rear-Admiral S. F. Du Pont.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Commander T. H. PATTERSON,
Commanding U. S. S. James Adger.

*Report of Captain Turner, U. S. Navy, regarding the effects of cutting
down the smokestack of the U. S. S. New Ironsides.*

U. S. STEAM FRIGATE NEW IRONSIDES,
Port Royal Harbor, January 29, 1863.

ADMIRAL: The smokestack of this ship having been cut down by the direction of the Navy Department to within about 4 feet of the deck, leaving the line of sight ahead entirely clear, by your order I got the ship underway to ascertain whether any inconvenience would arise to the occupants of the turret from the emission of gas and cinders thrown out and driven aft by the wind from the stack cut down to a point much below the loop or sight-holes of the turret. I have the honor to report the result.

The wind was fresh and I steamed ahead, head to it, at the rate of about 4 miles an hour. I then took my position in the turret, whilst moving at that rate, the wind dead ahead, to verify the effect. Much inconvenience was felt by everyone on the spar and gun decks abaft from the prevalence of gas before I left the deck. In ascending to the platform of the turret I found the atmosphere so saturated with gas as to occasion even more inconvenience and oppression than I had felt on deck. Without communicating the effect upon myself, I directed the first lieutenant first, and then the chief engineer, to take their places in the turret, successively, and to report their experience.

They both agreed upon the impracticability of remaining there under the circumstances any length of time, and professed to have suffered even more than I had done. I then directed the surgeon to go there and to report to me his impressions of the condition of the atmosphere as affected by those causes. His report varied materially from the opinions formed by myself, first lieutenant, and chief engineer; he had not experienced such great inconvenience, and thought it not so bad as it was below decks; and that in his judgment, and speaking from his own experience, there would arise, under the circumstances, no serious difficulty in holding that position for several hours; at the same time he charged that great, even greater, inconvenience

would be felt on the gun deck abaft, where a very large number of men, as a matter of course, would be stationed in action, and I am of opinion that his sufferings upon the gun deck from this cause, before going into the turret, affected his judgment as to the amount of gas the air was laden with there.

Again, the chief engineer reported to me that feeding the furnaces during this entire time was productive to the firemen of so much suffering, for the want of a sufficient draft, as to make it almost impossible to keep the furnace doors open.

In regard to the annoyance of cinders, not much inconvenience was felt, but it must be remembered that the fires had been but a short time kindled, and the chief engineer is of opinion that had they have been in full blast, and making and throwing off rapidly cinders and ashes, another great, if not greater, objection, would be interposed to the reduction of the smokestack so blinding to the eyes as not only to make the turret untenable, but to embarrass the crew seriously in their performance at the guns.

I am therefore confirmed in my own experience by the reports of these officers that the alteration can not be made without seriously impairing the efficiency of this ship in action. Of course I have made the experiment under the worst circumstances—wind fresh and ahead—but I am inclined to believe that under any circumstances, enduring for several hours with the smokestack down, the whole ship would be so filled with gas as to create much suffering and partially to disable the crew, and that it might hazard the chances of a successful action.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Capture of the steamer Princess Royal by the U. S. S. Unadilla, January 29, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 50.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 31, 1863.

SIR: I have the honor to report the capture, on the morning of the 29th instant, of the screw steamer *Princess Royal*, whilst attempting to run the blockade into Charleston. The following are the circumstances connected with her capture:

At 3:15 a. m., a blue light was observed on the U. S. gunboat *Unadilla*, Lieutenant-Commander S. P. Quackenbush, in an easterly direction, supposed to be from the schooner *Blunt*. The *Unadilla* slipped cable and stood inshore in a northwesterly direction, guided by a rocket thrown up in the direction in which the strange steamer was steering; this rocket also appeared to come from the *Blunt*. After standing in a mile and a half, Lieutenant-Commander Quackenbush observed a steamer standing along the land, in the direction of Charleston. He fired two shots at her, when her course was altered toward the beach, and she was run ashore. Two officers and an armed boat's crew were

immediately sent to take possession. She proved to be the iron steamer (propeller) *Princess Royal*, last from Bermuda, four days out, and laden, as far as he could learn, with rifled guns, arms, ammunition, steam engines for the ironclads, and an assorted cargo.

On taking possession, it was ascertained that the captain, supercargo, pilot, and some of the petty officers, and a passenger had left the ship when she struck and escaped to the shore, which fact was substantiated by the chief mate, under supercargo, and chief engineer, as well as by seeing the two missing boats lying on the beach deserted.

By the active exertions of Acting Master E. Van Sice and Acting Ensign R. M. Cornell, of the *Unadilla*, assisted by boats' crews from the U. S. steamers *Housatonic* and *Augusta* and schooners *Blunt* and *America*, aided by two of the engineers of the prize, she was got off without sustaining any injury.

There not being sufficient coal on board of the *Princess Royal* to send her north, she was ordered by the senior officer to this port to obtain a supply. No papers pertaining to ship or cargo were found on board of her at the time, except the shipping articles and a log book, but after her arrival here Acting Master Van Sice, of the *Unadilla*, the officer in charge of the prize, discovered, accidentally, in looking over the side, certain papers which had lodged in the fender in the attempt to throw them overboard. These refer principally to the cargo, and with the papers before mentioned (which were all that were found on board) will be forwarded to the U. S. district judge at Philadelphia. The under supercargo, Hoxley; the chief mate, Shaw; the captain's clerk, a young man named Hacksley, whose father is said to be interested in the cargo; two of the engineers; and several of the firemen go north in the prize. The rest of the crew will be sent by the first opportunity.

I desire to call the attention of the Department to the fact that in this prize are two complete engines said to be of great power, and intended for ironclads, and respectfully submit whether an early use could not be made of them in two new ironclads built to receive them?

I send the *Princess Royal* to Philadelphia under charge of Acting Master E. Van Sice, executive officer of the *Unadilla*, for adjudication, not wishing to expose such a valuable prize to any risk from gales off the Jersey coast, and I have written to Commodore Stribling to render her every assistance he can, should there be ice in the Delaware.

Enclosed is a list of the officers and crew of the *Unadilla* (No. 1). Lists of other vessels entitled to a share in the prize will be forwarded as soon as received. I also enclose an extract from the Charleston Courier of the 30th ultimo, referring to the capture of the *Princess Royal* (No. 2).

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

Extract from the Charleston Daily Courier of January 30, 1863.

Capture of the British steamer *Princess Royal*.—The steam propeller, *Princess Royal*, Captain Lawson, from Glasgow, via London,

where she took in cargo, St. John's (Newfoundland), Halifax (Nova Scotia), and Bermuda, having left the latter port on Friday, 23d instant, was captured at an early hour yesterday morning off this port by the Yankee blockaders. She was suddenly surrounded by a number of the fleet before daylight, and the officers had to run her on the beach of Long Island as the best resource left to them. During yesterday the light-draft Yankee steamers got a tow line to her and succeeded in getting her off before high water. Captain Thomas Craig, the Charleston pilot; Mr. Weston, a passenger, of Georgetown, S. C.; and two other persons, escaped from her in a boat and reached the city last evening. Valuable dispatches, which were on board, from Captain Maury, C. S. Navy, now in Europe, to the Confederate Government, have been saved and brought to the city. The *Princess Royal* had on board a cargo of great value to us, consisting of machinery for gunboats, Whitworth guns, rifles, powder, and some workmen who were to instruct parties here in reference to the manufacture of new projectiles. The bulk of her freight was about 900 tons weight and measurement. Captain Lawson was sick in the cabin at the time of the capture, and has had a terrible voyage, experiencing terrific gales in high Northern latitudes, and was compelled to put into St. John's (Newfoundland), Halifax (Nova Scotia), and Bermuda, in order to coal his vessel.

The steamer *Cornubia*, from Wilmington, N. C., had arrived safely at Bermuda, and the steamer *Merrimac* was still there, they being the only vessels in port.

Report of Captain Taylor, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. HOUSATONIC,
Off Charleston, January 30, 1863.

SIR: I have to report the capture of the English steamer *Princess Royal* by the gunboat *Unadilla* early yesterday morning.

I enclose herewith the reports of Lieutenant-Commander Quackenbush and Acting Master's Mate Reed.

I also enclose a report* of Acting Master Baker, from which it appears that another steamer was in company, which probably succeeded in getting in.

It has been represented to me that the prize has not sufficient coal on board to make it safe for her to go on the Northern coast at this season, and as her cargo requires some restowage to bring her into proper trim, I have directed Lieutenant-Commander Quackenbush to send her to Port Royal.

I have also directed Commander Strong, of the *Flag*, to transfer to her all those men who were ordered to go north in the *Blackstone*. They will serve as a prize crew, and will thus enable the *Unadilla* to preserve her present complement.

I trust these steps will meet your approbation.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

*Not found.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla.

U. S. GUNBOAT UNADILLA,
Off Charleston, S. C., January 30, 1863.

SIR: I have the honor to report to you the capture of the iron screw steamer *Princess Royal* by this vessel at 3:30 a. m. on the 29th instant.

The following are the circumstances connected with her capture:

At 3:15 a. m. a blue light was observed in an easterly direction, supposed to be from the schooner *Blunt*; immediately called all hands, slipped the cable, and stood inshore in a northwesterly direction, guided by a rocket thrown up in the direction the strange steamer was steering. The rocket also appeared to come from the *Blunt*. After standing in about a mile and a half I observed the steamer standing along the land in the direction of Charleston. I fired two shots at her, when her course was altered toward the beach, and she ran ashore. I immediately sent two officers and an armed boat's crew to take possession of her. She proved to be the iron screw (propeller) *Princess Royal*, last from Bermuda, four days out, and laden, as far as I could learn, with rifled guns, arms, ammunition, steam engines for ironclads building in Charleston, and an assorted cargo. On taking possession it was ascertained that the captain, supercargo, pilot, some of the petty officers, and a passenger had left the ship when she struck and escaped to shore, which fact was substantiated by the chief mate, under supercargo, and chief engineer; also by seeing the two missing boats lying on the beach deserted. No papers pertaining to ship or cargo were found on board other than the shipping articles. The mate, Mr. Shaw, and under supercargo, Mr. Thomas Hoxley, acknowledged that the vessel was bound to Charleston with a cargo mostly intended for the rebel Government.

The only vessels I am certain were in signal distance were the steam sloop of war *Housatonic*, schooner *Blunt*, and schooner *America*.

Very respectfully, your obedient servant,

[S. P. QUACKENBUSH.]

Captain WILLIAM R. TAYLOR,
Senior Officer off Charleston.

Lieutenant-Commander Quackenbush forgot to sign this report, but to save time I send it as it is.

WM. ROGERS TAYLOR,
Captain and Senior Officer Present.

Additional report of Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla, transmitting papers.

U. S. GUNBOAT UNADILLA,
Off Charleston, S. C., January 30, 1863.

SIR: I have the honor to submit the accompanying papers connected with the capture of the screw steamer *Princess Royal* whilst attempting to run into Charleston, S. C., with a cargo contraband of war. She was run ashore about 8½ miles to the northward and eastward of Fort Sumter. Through the active exertions of Acting Master Edw. Van Sice and Acting Ensign R. M. Cornell, assisted by officers and boats' crews from the *Housatonic*, *Augusta*, schooners *Blunt* and *America*,

she was got off without sustaining any injury and with the loss of a few tons of coal.

Very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Port Royal, South Carolina.

Report of Acting Master's Mate Reed, U. S. Navy, commanding U. S. schooner G. W. Blunt.

U. S. SCHOONER G. W. BLUNT,
Off Charleston, S. C., January 29, 1863.

SIR: I have the honor to inform you that at 3:15 a. m. this morning observed a steamer attempting to run the blockade, bearing south, distance about 500 yards. Immediately beat to quarters, fired a gun at her, burned a Coston signal, and fired two rockets. She apparently stopped for a short time and then steered in a W. by S. direction; fired three more guns at her during the time she remained in sight; made sail and prepared to slip in case she attempted to run out again. At daylight saw that she was ashore and had been taken by the U. S. gunboat *Unadilla*.

I am, sir, very respectfully, your obedient servant,

B. D. REED,
Master's Mate, Commanding.

WILLIAM R. TAYLOR,
Captain and Senior Officer off Charleston.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the dispatching of the prize to Philadelphia.

No. 56.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 3, 1863.

SIR: In my previous dispatch (No. 50) I have informed the Department of the capture of the steamer *Princess Royal*.

As it is impossible to furnish the prize with a sufficient number of engineers and firemen to take her north without great detriment to the public service, I have made an arrangement, as in the similar case of the *Anglia*, with two of the engineers, three of the firemen, two cooks, and a steward of the captured steamer, to pay the engineers \$3 a day, the firemen \$2, and the cooks and steward each \$1 per day from the 29th of January until the arrival of the prize in Philadelphia. I may add that the engineers were very active and efficient in assisting to get the *Princess Royal* off when she was run ashore by her captain and have ever since worked zealously.

Commodore Stribling has been informed of this arrangement, but may I request the Department to authorize him by telegraph to make the above payments?

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the departure for the north of persons taken on the prizes *Princess Royal* and *Emma Tuttle*.

No. 97.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 24, 1863.

SIR: I have already informed the Department of the capture of the steamer *Princess Royal*. Among the parties taken was a Mr. John Chalender, who, it seems, is a practical machinist, and was sent out to instruct the rebels in the management of new machinery and in the manufacture of steel-pointed projectiles. He goes north to-morrow in the U. S. army transport *Arago*, together with other persons taken on the *Princess Royal* and *Emma Tuttle*, the rest of the crews of these vessels having been sent to Philadelphia. There has been no opportunity of sending these parties north by any of our supply vessels, and I am obliged therefore, though reluctantly, to send them in the *Arago*, though I am aware that they are not considered prisoners.

Mr. Chalender may be willing to give valuable information to the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Assistant Boutelle, U. S. Coast Survey, regarding a safe anchorage for the U. S. S. Ottawa inside Charleston Bar.

U. S. S. BIBB,
Friday, January 30, 1863.

MY DEAR SIR: Captain Taylor desires me to say that he is very willing that the *Ottawa* should cross the bar and anchor inside at night, on my assurance that his vessel runs no risk of being entrapped while she effectually stops that "rat hole." The channel I found last night is wide, and has 12 feet at low water, as I showed you this morning. The *Ottawa*, taking my anchorage of last night, can run in after dark with assurance of deep water enough, as Captain Whiting can readily satisfy himself by trying it first in a boat.

Yours, very truly,

C. O. BOUTELLE.

Captain H. S. STELLWAGEN,
Commanding U. S. S. Mercedita.

Capture of the U. S. S. Isaac Smith, in Stono River, South Carolina, January 30, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 54.]

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., February —, * 1863.*

SIR: On Saturday when I received the information of affairs off Charleston, referred to in my previous dispatch, No. 53, there were also vague rumors that the two gunboats holding Stono Inlet had been engaged, heavy firing having been heard in that direction.

At 2 a. m. of the 1st instant, the *Commodore McDonough* came into Port Royal and, I regret to add, reported the capture by three rebel batteries of the U. S. S. *Isaac Smith*.

It appears from Lieutenant-Commander Bacon's report (herewith enclosed, marked No. 1) that on the afternoon of the 30th ultimo he sent the *Isaac Smith*, Acting Lieutenant Conover, up Stono River to make a reconnoissance, as had been frequently done for weeks previous. She passed some miles beyond Legaréville without seeing an enemy, and was on her way back, when, about a mile above that place and in a bend of the river, three batteries heretofore concealed, opened a concentrated fire upon her from heavy rifled guns. Lieutenant-Commander Bacon, who, with the *Commodore McDonough*, was anchored lower down the river, immediately on hearing the firing proceeded to her assistance. Soon after he had got underway Lieutenant-Commander Bacon discovered that a white flag was flying from the *Isaac Smith*, and that the firing from shore had ceased. On arriving abreast of Legaréville she was seen to be aground about a quarter of a mile above the bend in the river, and two of her boats were observed going on shore loaded with officers and men. The *Commodore McDonough* stood up toward the bend with the intention of either towing her off or destroying her, but after reaching the bend he was opened upon by the same three batteries, one on the bend, one half a mile above the bend on John's Island, mounting six heavy guns, and one back and to the left of Legaréville. Lieutenant-Commander Bacon immediately returned the fire from his rifled guns, and by keeping his vessel in motion—going ahead and backing—succeeded in escaping injury, though the enemy's shells struck all around the ship. It becoming dark he ceased firing and dropped down to the entrance of the bar.

Lieutenant-Commander Bacon reports that the *Isaac Smith* was under a tremendous cross fire, and just before it ceased a large cloud of steam was seen ascending from her, which probably rendered her unmanageable and caused her to run aground.

As the Department is aware, the Stono River was held by me in view of its being required as a base for further military operations. I had reduced my force in that river under the pressure of the blockade, retaining there two vessels of light draft, formerly used as ferry and freight boats, though well commanded and armed, to keep up a series of reconnoissances, to watch the movements of the enemy, and to give notice of and prevent the erection of any additional batteries.

But notwithstanding all the vigilance exercised by the commanding officers of the *Isaac Smith* and the *Commodore McDonough*, the enemy, who hold complete possession of the surrounding country and islands, succeeded in erecting the batteries by which the *Isaac Smith* was taken, masking them so skillfully that their existence was unknown.

I have had no means of ascertaining the casualties on board the *Isaac Smith*, but it is my purpose to do so by a flag of truce at the earliest moment, though I presume the Department will receive information through Southern sources on this point before it can be obtained here.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy.

Report of Lieutenant-Commander Bacon, U. S. Navy, senior officer in Stono Inlet.

U. S. S. COMMODORE McDONOUGH,
Stono Inlet, January 30, 1863.

SIR: I have the honor to report that I sent the *Isaac Smith* up Stono River on a reconnoissance this afternoon. At 4 o'clock forty minutes heard firing of heavy guns above Legaréville and discovered the *Isaac Smith* engaging batteries on shore; got underway as soon as possible and started up the river to her assistance. The firing from the batteries was from heavy guns and very rapid. Soon after starting the *Isaac Smith* was discovered to have a white flag flying and the firing from shore ceased. After getting abreast of Legaréville she could be seen ashore about a quarter of a mile above the bend in the river, and two of her boats going ashore loaded with officers and men. Stood up toward the bend of the river with the intention of either towing her off or blowing her up. After reaching the bend, the quartermaster on the lookout reported a heavy battery on the starboard hand, near the bend of the river and a short distance back; the engines were stopped and reversed, when they immediately opened a cross fire upon us from three different batteries, one on the bend, one half a mile above the bend on John's Island, mounting about six heavy guns, and one back and to the left of Legaréville. They appeared to have the exact range of the river as their shells struck all around us, some even going half a mile over us, showing that they could throw their shells nearly to Cole's Island. Opened fire with our three rifles and IX-inch gun on the different batteries; kept the vessel in motion by going ahead and backing astern, so that they were unable to get our exact range. Engaged the enemy's batteries until after sundown, when discovering a light on board the *Isaac Smith*, opened fire upon her. It then becoming so dark that it was impossible to keep the range of the batteries, we threw a few shells into Legaréville in the hope of setting fire to the place. Our 100-pounder being in a measure disabled by the elevating screw giving out, and having but eight rounds left for the rifle guns, were obliged to return and run out to the bar. Made signal to the blockading fleet, which was answered by the *Ottawa*.

The *Isaac Smith* seemed ably defended, and I should think that about fifteen minutes elapsed between the firing of the first gun and the time the white flag was run up. She was under a tremendous cross fire from three heavy batteries. Just before the firing ceased a large cloud of steam was seen ascending from her. I think she must have received a shot either in her boiler or working part of the engine, and becoming unmanageable, went ashore directly under their batteries. The *Isaac Smith* passed the line of batteries on her upward trip, as they were so well masked that she did not notice them, and it was not until she commenced to return that they opened fire upon her.

I respectfully state that no damage or loss of life was sustained by this ship, owing to our constantly changing our position and dropping down the river, bringing Legaréville between this ship and the batteries, so that they were unable to sight us, their shells going over us.

In conclusion, I beg leave to state that two of these batteries contained heavy guns, nearly all rifled, and of large caliber. It has been impossible for us to annoy the enemy, as their works have been thrown up a little distance back from the river, and so obstructed from view

that we have been totally unaware of any batteries being there until they opened fire upon us.

Accompanying this I send a diagram* showing the position of the batteries and of the *Isaac Smith* at the time of her capture by the enemy.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, U. S. Navy.

Additional report of Lieutenant-Commander Bacon, U. S. Navy, senior officer in Stono Inlet.

U. S. S. COMMODORE McDONOUGH,

Stono Inlet, South Carolina, January 31, 1863.

SIR: I respectfully state that I went up Stono River this morning as far as Legaréville and could see the *Isaac Smith* still on shore in the same place. She must be injured below the water line, or else they would certainly have gotten her off at high tide this morning, as the tide was fully a foot higher this morning than it was when she went ashore. Some men could be seen on board of her, and as she is well under their batteries and in a narrow part of the channel, it is not practicable at present to attempt to take her with a wooden gunboat without the great probability of sharing the same fate, for you would be in about point-blank range of their heavy guns and at the same time in a very narrow channel and in danger of getting on shore. I fired some shells into her and some into Legaréville, but the fire was not returned from the enemy's batteries.

The elevating screw to my 100-pounder rifle broke at the second fire yesterday, and I am at present much in want of shells for the 50-pounders, as well as cartridges for the same. I respectfully await further orders.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieutenant-Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting a third report of Lieutenant-Commander Bacon, U. S. Navy.

No. 88.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 18, 1863.

SIR: The enclosed copy of a communication (marked No. 1) from Lieutenant-Commander Bacon, of the U. S. S. *Commodore McDon-*

rugh, giving some particulars in connection with the capture of the *Isaac Smith*, may prove interesting to the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Third report of Lieutenant-Commander Bacon, U. S. Navy, senior officer in Stono Inlet.

U. S. S. COMMODORE McDONOUGH,

Stono Inlet, South Carolina, February 15, 1863.

SIR: I respectfully submit the following report in regard to the capture of the *Isaac Smith*, which I have just learned from an old negro who lives on the western end of Kiawah Island, and who reports that five of the enemy came over to the plantation on which he is living a day or two since and stated the following, viz: That the capture of the *Smith* is principally due to the man that deserted from her about two months ago, and who, it appears, has joined the rebels and told them how easily she might be captured by having batteries placed in different positions on the river, and stated to them that her boiler and machinery was very much exposed, as well as her steering apparatus, and that they would allow her to pass up; that on her return trip they could easily capture her, either disabling her wheel or throwing a shot into her boiler. Both of these things happening in a narrow river, and about the same time, readily accounts for the *Smith's* going ashore so close to their batteries. The man who was steering (a contraband) was killed and an officer and twelve men. The rebel pickets stated that the *Smith* fired too high, but they admit the loss of one man killed by the guns of this ship, and said that our shell did them some damage, but would not say how much. They said they were sorry that we did not come up to the *Smith*, for they had a trap for us, which I understand was masked batteries near Legaréville which would have opened upon us. They report that they have erected batteries in and around Legaréville, besides those that captured the *Isaac Smith*, and are anxiously awaiting for us to come up the river. The rebels say that they do not like this ship, as our guns throw too far, as it appears that the other day, when I was up Stono River before the capture of the *Smith*, they fired at me from a battery above Secessionville, and I returned it with two or three shots from my big rifled gun, which did them some damage in the town and completely surprised them. They are becoming quite bold; and as they can see every move from the houses in and about Legaréville, and are seen looking at us from some of the highest houses, I would take the liberty to state that it would be a good idea to burn them out, and then it would be impossible for them to watch us so closely, or to conceal their batteries behind the town.

I give this as the old negro told me, and I think that his story in the main may be relied upon.

Very respectfully, your obedient servant,

GEORGE BACON,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commodore Turner, U. S. Navy, forwarding copies of documents from the Confederate authorities relative to treatment of the officers of the U. S. S. Isaac Smith, prisoners at Columbia, S. C.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 31, 1863.

ADMIRAL: I have the honor herewith to enclose you copies of documents received this morning from the Confederate military authorities at Charleston.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

COLUMBIA JAIL, [S. C.], *March 31, 1863.*

SIR: In answer to the communication received from you this morning, I would respectfully state that the officers mentioned below would be glad to receive from their Government the sums opposite their names.

Respectfully, your obedient servant,

F. S. CONOVER,
Acting Lieutenant, Commanding.

Colonel JOHN S. PRESTON,
Commanding Post.

Acting Lieutenant Commanding F. S. Conover.....	\$100.00
Acting Master J. W. Dicks.....	50.00
Acting Master Robert Tarr.....	50.00
Acting Ensign F. J. Brenton, 1 pair shoes, 6's, and	50.00
Acting Ensign W. Chase.....	50.00
Acting Ensign H. S. Borden.....	50.00
Acting Assistant Paymaster F. C. Hills.....	50.00
Acting Third Assistant Engineer E. Barry.....	50.00
Acting Master W. B. Sheldon, late of U. S. S. <i>Flambeau</i>	100.00

together with a uniform suit and some underclothes.

HDQRS. DEPARTMENT OF S. C., GA., AND FLA.,
Charleston, S. C., February 2, 1863.

SIR: In reply to your note of this date I am instructed to inform you that you can not be paroled, and for these reasons: The Army and Navy of the United States, under the late proclamation of your President, are instructed to assist slaves in servile war against their lawful masters, which is not only a high crime under the local laws of the State in whose waters you were captured, but is condemned by all people as means or appliance of war wholly illegitimate between civilized nations. It is purposed that the officers of a service thus found employed shall be held amenable to the laws made and provided in South Carolina for the punishment of those who incite our slaves to rebellion against their masters.

You and your associates will, however, be permitted all possible liberty compatible with your secure confinement, to which end instructions have been given to the provost-marshal. The usual ration

allowed to prisoners of war has been directed to be furnished you in strict accordance with the regulations of the United States; that is, "one ration without regard to rank," for each officer and man, and such a ration as is issued to our men. You and your associates, however, will be allowed to make any additions to your table, at your own expense, without restrictions.

Respectfully, your obedient servant,

THOMAS JORDAN,
Brigadier-General and Chief of Staff.

Lieutenant F. S. CONOVER, U. S. Navy,
Through Colonel Garland, Provost-Marshal.

HDQRS. DEPARTMENT OF S. C., GA., AND FLA.,
Charleston, S. C., February 7, 1863.

SIR: Your letter of the 4th instant has just been received, and I am instructed to say that of course you and your brother officers will be permitted to communicate in writing with your families, to whom any letters will be forwarded with all possible dispatch.

In connection with the course of your present situation, I have only to say that were the language of President Lincoln's proclamation of doubtful import, the meaning would be made clear by the fact that there are now at Hilton Head or that vicinity fugitive slaves who have recently been employed in armed expeditions against the people of Georgia and South Carolina.

Respectfully, your obedient servant,

THOMAS JORDAN,
Chief of Staff.

Lieutenant F. S. CONOVER, U. S. Navy,
Through Colonel John S. Preston, Commanding, etc.

HDQRS. DEPARTMENT OF S. C., GA., AND FLA.,
Charleston, S. C., March 30, 1863.

SIR: I avail myself of the occasion to inform you that it is not within the knowledge of these headquarters if the U. S. naval officers who are in confinement at Columbia are in need of money or any assistance from the U. S. Government.

It is known, however, that Lieutenant-Commander Conover has been tendered any assistance wanted through a bank officer in this city, and the papers herewith will show what instructions have been issued touching the treatment of these gentlemen.

Of course any money, clothes, or letters for them will be duly forwarded and delivered.

Respectfully, your obedient servant,

THOMAS JORDAN,
Brigadier-General and Chief of Staff.

Commodore T. TURNER,
Commanding U. S. Naval Forces, off Charleston Harbor.

[Telegram.]

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., January 31, 1863—9 p. m.

The Richmond Examiner of this date contains the following dispatch:

CHARLESTON, *January 30.*

The Federal gunboat *Isaac Smith*, carrying 11 guns and 200 men, surrendered unconditionally to our forces this afternoon after a sharp engagement on Stono River.

The enemy's loss is heavy. Only one man was wounded on our side. Another gunboat escaped in a crippled condition. Our forces were under the command of Lieutenant-Colonel [Jos. A.] Yates.

S. P. LEE,
Acting Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Acting Lieutenant Conover, U. S. Navy, late commanding U. S. S. *Isaac Smith*, transmitting list of killed and wounded.

ANNAPOLIS, *May 7, 1863.*

SIR: With the deepest regret I have the honor to report to you that on Friday, January 30, the steamer *Isaac Smith*, under my command, was captured by the rebels. About 3 p. m. of that day I got underway from my usual anchorage in Stono Inlet, with orders from Lieutenant-Commander Bacon, of the *McDonough*, to proceed up Stono River for the purpose of reconnoitering, as we were constantly in the habit of doing. A little after 4 I anchored opposite what is known as Tom Grimball's plantation, about $4\frac{1}{2}$ miles from the inlet, and although the signal quartermaster was at the masthead as usual, as well as one or two of the officers, nothing suspicious was seen in any direction. While at anchor, and at 4:25 p. m., a battery upon James Island, of three 24-pounder rifled guns, some 600 yards distant, and masked by a thick clump of trees, opened upon us. I immediately got underway and cleared for action, and in less than two minutes after the first gun was fired at us we were replying. At the same time, however, other batteries upon John's Island, on the opposite side of the river and below us, delivered their fire. I saw immediately that we were trapped, and that my only course was to get the vessels below the batteries if possible, and fight them with a more even chance of success. For upward of a mile, on account of a bend in the river, we were obliged to receive the raking fire of between twenty and thirty guns without being able to reply, except occasionally with our pivot. As soon as our broadside could be brought to bear, we opened upon the enemy with shell and grape, at from 200 to 400 yards distant. At one time I had hopes of getting by without any very serious loss, but a shot in our steam chimney effectually stopped the engine, and with no wind, little tide, and boats riddled with shot, we were left entirely at the mercy of the enemy. Under these circumstances, with the fire of some thirty guns, according to their own account—8 inch, 24, 18, and 12 pounders—and a large body of riflemen concentrated upon us, with the shot tearing through the vessel in every direction, and with no hope of being able to silence such a fire, I deemed it my duty to

surrender. Had it not been for the wounded men, with whom the berth deck was covered, I might have blown up or sunk the ship, letting the crew take their chance of getting on shore by swimming, but under the circumstances I had no alternative left me. I need hardly say, sir, that the order to haul down the colors was the most difficult and heartrending one I ever gave. We had 8 men killed and 17 wounded, one of whom, Acting Assistant Second Engineer James S. Turner, died soon after being removed from the vessel. Acting Assistant Paymaster F. C. Hills, who gave his best services in the powder division, was wounded in the temple, and I also received a slight contusion, from a ball, in the forehead. I enclose a list of the killed and wounded. The loss of the enemy I do not know. They claim to have had but one man killed, but the captain who commanded the battery upon James Island told me that our second shell—8-inch—struck one of his guns. That being the case, it is scarcely possible that no one should be hurt, as the man acknowledged killed was upon the other, or John's Island.

While a prisoner in Charleston a report reached me that 36 men had been killed and wounded, but how much truth was in it must be left to conjecture. Being upon the upper deck entirely, and pilot in a narrow channel, as well as captain, I can not speak as I should like to do of the conduct of particular officers. I believe, however, that all did their duty to the best of their ability. I am sorry to report, though, that some of the men behaved in the most cowardly manner, while others deserve special mention for their coolness and bravery. I enclose a list of those who came under my own observation, and also of some who have been particularly mentioned by the officers. Captain Bacon, of the *McDonough*, got underway, I believe, as soon as possible after hearing the firing, but he was too late to render us any aid, and indeed would only have suffered our fate, I fear, if he had reached us. The attack was as sudden as it was unexpected, and I think I express the opinion of the officers in saying that no vessel during the war has been exposed to such a concentrated fire at such short range. The enemy themselves declared they had no idea we would attempt the fight after seeing (or rather hearing, for their batteries were entirely hidden by thick bushes) the number of guns brought to bear upon us. It may be proper to state that their artillery force was composed entirely of field and siege guns, brought down and concealed in the bushes at night, and not regularly erected batteries. Had they been such we would probably have discovered them.

I have the honor to be, very respectfully, your obedient servant,

F. S. CONOVER,

Acting Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of killed and wounded on board steamer Isaac Smith.

Killed.—William Greer, boatswain's mate; Richard Walton, coxswain; William S. Dickey, landsman; James Lewis, ordinary seaman; William Reehl, Joseph Mays (colored), landsmen; John Peters, captain's cook; Louis Trambas, fireman.

Wounded.—Acting Second Assistant Engineer James S. Turner, died; Richard Stout, Orrin H. Brown, William Johnson, landsmen; John Dalton, fireman; William P. Loader, landsman; William Harris, Samuel Hoffman, John Rynes, seamen; John Nichols, Alex. Mackreal, landsmen; Louis D. Silva, captain's steward; Joseph Marquis, officers' cook; Thomas W. Denham, fireman; F. S. Conover, lieutenant, commanding; F. C. Hills, acting assistant paymaster.

Men who behaved particularly well.—James Atkins, signal quartermaster at masthead; Henry Graves, gunner's mate; William Biggs, carpenter's mate; John Tanner, sailmaker's mate; Henry F. Dorton, Michael Walsh, captains forecandle; John W. Rynes, seaman; Stephen Carey, seaman at lead; John Thall, fireman; Bernard O. Devine, ordinary seaman; Richard Stout, landsman (lost right arm).

Men who behaved badly.—Henry Moore, coxswain; John Williams, Martin Van Buskirk, landsmen.

Very respectfully, your obedient servant,

F. S. CONOVER,
Acting Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Lieutenant Conover, U. S. Navy, late commanding U. S. S. Isaac Smith.

PRINCETON, N. J., May 12, 1863.

SIR: I respectfully beg leave to make the following report, which may possibly be of some value to the Department:

A few days before the capture of the *Isaac Smith* a boat was sent up the Stono at night in charge of Acting Ensign W. Chase and Acting Master's Mate D. B. Hallett, the latter belonging to the *Commodore McDonough*, for the purpose of examining the river and getting the depth of water in the mouth of Wappoo Creek. No obstructions of any kind were discovered and no fortification seen with the exception of Fort Pemberton. The depth of water in the mouth of the creek was found to be about 2 feet at low tide, and the average rise and fall is between 6 and 7 feet.

After our capture we were marched about 13 miles to a point upon John's Island called John's Ferry, and were there taken across the river in scows, and struck the Charleston and Savannah Railroad about a quarter of a mile from the river bank. At that point there was a battery of four guns, looking (at the distance at which I saw them) like 24-pounders. There was also one 32 upon the platform where we took the cars. This, we were told, was 23 miles from Charleston, if I remember rightly, and between there and the outskirts of the city we saw no fortifications whatever. Immediately at the suburbs of the city, where we entered it by the railroad, large bodies of men were at work upon fortifications, which, by this time, are no doubt formidable, though then there were no guns upon them.

From what I saw, and from all the information I could gather on the way, I am of the opinion that a force sent up the Stono River and landed somewhere above Wappoo Creek would find less to contend against than by any other route to Charleston. Fort Pemberton could, I think, soon be reduced by two or three ironclads, and unless obstructions have been placed in the river, and other fortifications built within the last three months, there would be nothing to prevent the passage

of gunboats and transports. I respectfully offer this, sir, however, only as an impression gathered under very unfavorable circumstances, and the result of such observations as I could make while being taken to Charleston as a prisoner.

I have the honor to be, sir, very respectfully, your obedient servant,

F. S. CONOVER,
Acting Lieutenant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

CHARLESTON, S. C., *January 31, 1863.*

Trap laid for enemy's gunboat steamer *Isaac Smith* in Stono River, nine guns, Captain Conover, succeeded perfectly yesterday. It surrendered unconditionally after a short struggle, badly crippled, having lost 8 killed, 14 wounded, and 95 prisoners, including 10 officers. Our loss only 1 mortally wounded.

* * * * *

G. T. BRAUREGARD.

General S. COOPER.

Report of General Ripley, C. S. Army.

HEADQUARTERS 1ST MILITARY DISTRICT,
DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., February 4, 1863.

GENERAL: I have the honor to enclose copies of Special Orders, Nos. 30 and 38 from these headquarters, and the reports of Lieutenant-Colonels Yates and Brown and Captain Gary, showing how they were executed.

The successful capture of the steamer reflects the highest credit upon the officers and men engaged, and I heartily concur with the commendations of their respective commanders. A list of prisoners taken is also enclosed.

The only casualty on our side was the mortal wound of private McQuain, of Alston's battalion of artillery.

The *Isaac Smith* is but slightly damaged, and I hope soon to have her and her full armament ready for service.

The sword of the commanding officer and the flags of the captured steamer are also transmitted herewith.

I have the honor to be your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Lieutenant-Colonel Yates, C. S. Army.

HEADQUARTERS SPECIAL EXPEDITION,
Charleston, February 1, 1863.

CAPTAIN: I have the honor to report that, in obedience to instructions from district headquarters, a secret expedition was organized for the purpose of attacking the enemy's gunboats in Stono River, consisting of the following troops: The siege train (composed of Captain B. C. Webb's Company A and Lieutenant S. W. Wilson, commanding Company B), commanded by Major Charles Alston, jr.; Captain F. C. Shulz, Company F, Palmetto Battery, light artillery; light battery manned by Captain F. H. Harleston's Company D, First South Carolina Artillery (regulars); one Parrott gun, in charge of Lieutenant T. E. Gregg, Third Howitzer siege train; Captain J. C. Mitchel's Company I, First South Carolina Artillery (regulars). Company H, Captain S. M. Roof, and Company I, Lieutenant M. Gunter, commanding Twentieth Regiment South Carolina Volunteers, acted as sharpshooters.

On the afternoon of the 30th January, at 4:30 o'clock, the enemy's gunboat *I. Smith*, mounting one 32-pounder Parrott gun and eight 8-inch heavy columbiads, came up the Stono River, passing our batteries (which were masked at Legaré's Point place, and at Grimball's, on John's Island), and came to anchor a little above them. She was immediately fired upon from our guns posted at Grimball's, on John's Island, when she attempted to make good her escape, fighting our batteries (which had then opened) on John's Island as she passed.

She succeeded in getting as far as Legaré's Point place, at which point she was disabled by three shots striking her machinery, when she dropped anchor and unconditionally surrendered.

We took prisoners her entire crew, consisting of 11 officers, 105 men, and 3 negroes. The enemy's loss was 25 killed and wounded. On our side one man wounded; since died.

Major Alston commanded the batteries at Grimball's, on John's Island; Captain Harleston, those at Point Place; Captain Mitchel commanded the sharpshooters; Lieutenant Charles Inglesby, First South [Carolina] Artillery, acted as adjutant.

The officers and men under my command behaved with great coolness and bravery, fighting their guns without breastworks, entirely exposed to the enemy's fire within 200 or 300 yards.

The *Smith* has been towed up the Stono and put under the guns of Fort Pemberton.

In closing my report I will not omit to mention the very signal service rendered me by the Stono scouts and also Captain John Walpole. The members of the Signal Corps detailed to accompany the expedition discharged their duties with great efficiency.

I have the honor to be, very respectfully, your obedient servant,
JOSEPH A. YATES,

Lieutenant-Colonel, Commanding.

Captain W. F. NANCE,
Assistant Adjutant-General.

Report of Major Brown, C. S. Army.

HEADQUARTERS,
Secessionville, S. C., February 1, 1863.

CAPTAIN: I have the honor to make the following report:

Pursuant to Special Orders, No. 6, headquarters, East James Island, on the afternoon of Tuesday, the 27th ultimo, I detailed 25 men from Company B, Second South Carolina Artillery Volunteers, and the same number from Company K, under the immediate command of Lieutenants Bellinger and Lake, and also 50 men from the Eighth Battalion Georgia Volunteers, under charge of Lieutenants Hays and Johnson, to act as sharpshooters, and moved two rifled 24-pounders to Legaré's place on Stono River. We reached the position indicated about 7 o'clock p. m., and concealed the guns in the woods. The night was exceedingly cold and wet, and this circumstance, together with the fact that the command was exhausted by the labor of hauling the guns by hand over a very bad road, prevented my placing the pieces in position that night. The next morning, Wednesday, three of the enemy's gunboats were discovered below, near Cole's Island, and so situated as to be in full view of our operations should we have attempted to erect our platforms during daylight. I therefore kept guns and men under cover until after dark. After a hard night's work the platforms were finished and every arrangement made to comply with my instructions, which were in effect to allow the enemy's vessels to pass my position unmolested on their way up the river, and not to open fire until they returned or began the attack upon me.

Nothing occurred until Friday afternoon about 4 o'clock, when the approach of a three-masted gunboat was announced. I allowed her to pass my battery, which she fortunately did without suspicion, and immediately moved my guns from their concealment to the platform, shifted them from the traveling trunnion beds, and awaited the return of the boat.

In a short time a furious cannonade began up the river; but with what effect I could not see, as the trees obscured the view. Soon, however, the boat rounded the point into sight, evidently crippled, but keeping up a running fight with the shore batteries above my position on each side of the river. I was about to order my guns to open upon her, when I perceived that she had a white flag flying in token of her surrender. Just at the moment another gunboat was observed approaching, which steamed up within $1\frac{1}{2}$ miles of my position and fired a shot at the battery on John's Island. Finding that she did not intend going higher up, or that if she did so she might rescue or destroy the prize, as she now began to throw shot and shell at the latter, I opened my guns upon her with good effect. She replied, but without damage to us, and retreated down and across the river. I kept up fire until she got beyond range, striking her repeatedly.

She continued to throw an occasional shot or shell toward the opposite side of the river until dark, and during the night disappeared.

On Saturday morning, at half-past 8 o'clock, another gunboat approached and shelled the village of Legarésville; also throwing several projectiles within our vicinity, but she did not come near enough to warrant my attacking her. In the afternoon she again steamed up and opened on the prize captured the night before, and upon my batteries. I returned the fire, striking her several times and

she withdrew. The next morning, Sunday, 3d instant, I brought my guns back to this point, in obedience to orders.

Both officers and men under my command behaved as well as possible. They were not only cool and prompt under fire, but proved themselves model soldiers by bearing without a murmur the hardships necessarily entailed by our position, for the weather, particularly during the night, was extremely severe, and the secrecy to be observed debarred the comforts of fire and shelter. I have no casualties to report.

I am, Captain, yours respectfully,

J. WELSHMAN BROWN,

Major, Second South Carolina Artillery Volunteers.

Captain W. F. NANCE,

Assistant Adjutant-General.

Report of Captain Gary, C. S. Army.

BATTERY MEANS,

James' Island, February 1, 1863.

CAPTAIN: I have the honor to make the following report, pursuant to orders No. 38, district headquarters:

I was detailed by Major Lucas, commanding Western Division, James' Island, to take charge of the batteries stationed at Mr. Thomas Grimball's, James' Island, consisting of three 3-pounder rifled guns, manned by detachments from companies A, B, and C, Lucas's Battalion of Artillery, Confederate States Provisional Army, commanded by Lieutenant W. G. Ogier, E. B. Colhoun, and Captain T. B. Hayne, respectively. Between the hours of 3 and 4 o'clock in the afternoon of the 30th ultimo, the gunboat *Isaac Smith* made her appearance and anchored off Mr. Thomas Grimball's, some 500 yards distant from my batteries. After waiting twenty minutes, and the abolitionists showing no disposition to land, I ordered my batteries to open fire, which they did in handsome style and, apparently, with great precision. The enemy immediately returned the fire with grape, canister, shell, and Parrott shot, at the same time slipping her cable and retreating down the river. While retreating, the firing was kept up on both sides briskly. A grapeshot from the enemy struck the gun commanded by Captain Hayne, but without damage. The firing was continued by my batteries until the *Smith* struck her flag. I have no casualties to report. I can not, however, close this report without calling attention to the gallantry and spirit displayed by both officers and men, whom I had the honor to command. I would also mention Messrs. H. W. Rice and Pettigrew Millard, of the Signal Corps, as having rendered efficient service.

Respectfully, your obedient servant,

JOHN H. GARY,

Captain, Commanding Battalion, at Thomas Grimball's.

Captain W. F. NANCE,

Assistant Adjutant-General.

List of prisoners from steamer *Isaac Smith*, in Stono River, January 30, 1863.

F. S. Conover, acting lieutenant, commanding; John W. Dicks, acting master; Robert Tarr, acting master; Whitman Chase, acting

ensign; Francis Brenton, acting ensign; Henry S. Borden, acting engineer; Jacob Tucker, acting first assistant engineer; Erastus Barry, acting third assistant engineer; F. C. Hills, acting assistant paymaster; Charles Estacken, paymaster's clerk; Samuel E. Miller, petty officer; Jefferson W. Steele, petty officer; John Green, petty officer; James McCormick, quartermaster; Charles Donovan, petty officer; William Briggs, carpenter's mate; Samuel Allen, boatswain's mate; Henry F. Dorton, petty officer; Henry C. Moore, petty officer; Michael Walsh, petty officer; John Mitchell, petty officer; Henry G. Boffenn, ship cook; Louis D. Silva, captain's steward; Joseph Marquis, wardroom cook; Thomas W. Denham, wardroom steward; William Wilson (colored), wardroom steward; O. H. Brown (colored), wardroom steward; W. H. Johnson (colored), wardroom steward; James Atkins, seaman; Henry Graves, seaman; Charles Blumenthal, seaman; John Sperd, seaman; William McAllister, seamen; Antonio Copperwick, seaman; Alex. Bush, seaman; John Harris, seaman; William Harris, seaman; John Tanner, seaman; John W. Rynes, seaman; Stephen Carey, seaman; Benjamin F. French, seaman; Henry Reed, ordinary seaman; Bernard O. Devine, ordinary seaman; Thomas Mulligan, ordinary seaman; John Hurley, ordinary seaman; Francis Noel, ordinary [seaman]; Lewis Fitzgerald, ordinary seaman; Antonio Matchett, ordinary seaman; Edward Wilson, yeoman; Michael McDonald, landsman; Chapin C. Cook, landsman; Martin Van Buskirk, landsman; William P. Loader, landsman; Stephen B. Clapp, landsman; Eugene McKinney, landsman; Thomas Freeman, landsman; James Duffie, landsman; Scott W. Hall, landsman; Moses O. Smith, landsman; Theodore Barnes, landsman; William F. Trask, landsman; Charles A. Cannon, landsman; Henry L. Bissell, landsman; W. H. Higgins, landsman; George G. Lydstone, landsman; William H. Park, landsman; Philip A. Dexter, landsman; Daniel M. Nichols, landsman; Frederick Chester, landsman; Michael Cannon, landsman; Edward P. Stetson, landsman; James H. Donally, landsman; John Williams, landsman; Dennis H. Galvin, landsman; John Dunnivant, landsman; Edmund P. Case, landsman; W. J. Mackreal, landsman; Hugh C. Lynch, landsman; Timothy O'Brien, landsman; Benjamin T. McDougal, boy; John Barrett, boy; James Devener, boy; Thomas F. Needham, boy; Andrew F. Carey, boy; Patrick Murphy, fireman; Franklin O. Abiel, fireman; William Cornell, fireman; W. E. Dunham, fireman; John Hartley, fireman; Michael Quamm, fireman; John Thall, coal heaver; Levi Anson, coal heaver; James Owens, coal heaver; James Egan, coal heaver; Richard Mason, coal heaver; William Stevens, coal heaver; G. H. Marvin, surgeon; T. E. Peck, hospital steward; H. Holmes, Samuel Hoffman, A. McKeel, John Dalton, Richard Mason, R. Stout, J. Nichols (seamen), wounded; James Given, seaman.

James S. Turner, second assistant engineer, died on the way to the city.

One hundred and five lodged in jail January 31, 1863.

List of killed and wounded on board the *Isaac Smith*.

The *Isaac Smith* had 8 men killed and 15 wounded. Acting Second Assistant Engineer James S. Turner, badly wounded in the leg and breast, and Acting Assistant Paymaster F. C. Hills, very slightly on the head, were the only officers injured.

Killed.—William F. Greer, boatswain's mate; Joseph Mays, negro; Richard Walton, coxswain; William S. Dickey, James Lewis, William Reehl, Louis Trambas, John Peters.

Wounded.—Richard Stout, arm taken off; Orrin H. Brown, William Johnson, John Dalton, William P. Loader, William Harris, James S. Turner, second assistant engineer; F. C. Hills, paymaster, very slightly; Samuel Hoffman, John Nichols, Alex. Mackreal, John Rynes, L. D. Silva, Joseph Marquis, Thomas W. Denham.

The above is in the handwriting of Lieutenant Conover.

Second Assistant Engineer James S. Turner died before the prisoners reached the city.

Respectfully,

P. C. GAILLARD,
Lieutenant-Colonel and Provost-Marshal.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the possibility of attacking Charleston, S. C., with the force at command, transmitting information received from a resident of that city.

Confidential.]

NAVY DEPARTMENT, *January 31, 1863.*

SIR: Your confidential dispatch, No. 36, dated the 24th instant, has been received. The Department does not desire to urge an attack upon Charleston with inadequate means, and if after careful examination you deem the number of ironclads insufficient to render the capture of that port reasonably certain, it must be abandoned.

The Department is not acquainted with the harbor obstructions constructed by the rebels, and therefore can not advise with you in regard to these obstacles. If they are not considered sufficient to prevent your entrance, it is not believed possible for the rebels to prevent your success, with all other means combined.

The five ironclads sent you are all that the Department has completed on the Atlantic coast, with the exception of one retained at Newport News to watch the rebel ironclad *Richmond*. No others are likely to be finished and sent to sea within the next six weeks. A large number of our best wooden vessels, necessary for the blockade, but not for the attack, are unfortunately required in the West Indies to pursue the *Florida* and *Alabama*. This withdrawal of blockading vessels renders the capture of Charleston and Mobile imperative, and the Department will share the responsibility imposed upon the commanders who make the attempt.

Enclosed is a copy of a memorandum furnished by the Secretary of War.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

Memorandum of a communication made by Dr. Shearer, of Charleston, January 26, 1863.

On the afternoon of Monday, January 26, a stranger called at the Inquirer office and asked to see the editor. He represented himself as

a resident of Charleston, S. C., and that he had left that city on the night of January 14, current. He had with him files of the Charleston Mercury and Courier from the 2d to 14th of January. His object appeared to be to leave at the office this file of Charleston papers and to give information to be published. Mr. Pedrick, the correspondent and reporter whom he first saw, brought him into my room, introducing him as Dr. Shearer, of Charleston, but Pedrick subsequently told me that he had some difficulty in getting a name from the gentleman.

Having invited him to a seat, he told me that he was a physician in practice at Charleston, which profession protected him from the conscription law, and that he was a Union man. He had run the blockade from Charleston in the steamer *Leopard* on the night of the 14th, going over to Nassau and thence had gone to New York, where he arrived on the 25th. He said that vessels ply to and from Charleston and Nassau with the certainty and promptness of a regular line—so regular, indeed, that it was a matter of surprise to the rebels themselves; that said vessels run along close to Sullivan's Island to the northeast, so as to avail of the protection of a work known as Fort Beauregard; that this work is all the protection the blockade runners have, and that it is weak, feebly manned, and could easily be reduced, which, if done, would put an end to blockade running by that channel. Fort Beauregard is on the northeast extremity of Sullivan's Island.

He said further that whenever any point in the vicinity of Charleston is menaced—as, for example, Goldsboro, N. C.—that city is nearly stripped of troops; that when General Foster was operating toward Goldsboro there were but 2,500 men left in Charleston; that at no time recently has there been more than 5,000; that when troops are so taken away northward they never get back, and that Charleston is thus constantly so bare of troops for its defense that the military authorities there are in constant apprehension that their weakness will become known to the Federal forces. He also said that the fight at Secessionville was very near becoming a Union victory, and that if it had, the Federal troops, if they had known all, could have pursued the rebels right into Charleston over a bridge he named, but which I forgot. Further, that if the attack on Pocotaligo had been made in force, success would certainly have followed and Charleston could easily have been captured, as it was then also, as it nearly always is, without a sufficient force for its defense. The people of Charleston, knowing their defenseless condition as to land forces, wonder why no assault has been made. He said further that if a cavalry force were landed at the mouth of Stono it could gallop into Charleston at the heels of the pickets on the lookout in that direction; or that a force landed at Bull's Bay, northeast of Charleston Harbor, could march without difficulty to Mount Pleasant, which commands Fort Moultrie.

With regard to Fort Sumter he said the commandant told him that unless he could detain an attacking fleet or ship ten minutes in the channel between Sumter and Moultrie that nothing could stop the capture of Charleston by vessels determined to run his fire. At the point in the channel indicated for such detention he said that attempts had been made to sink obstructions, but that the currents soon carry them away, and that all such efforts had been failures. Two gunboats of the *Merrimack* pattern, covered with railway iron, are com-

pleted, and two more are under way, all in Charleston Harbor. He said something about the ease with which the steamer *Giraffe*, now anchored at Ogeechee [River, Ossabaw] Sound, could be captured, but that has faded from my memory.

The foregoing is but a hurried and brief sketch of a long conversation, much of which is set down, being elicited by my own questions.

The "stranger," as I call him, was very close about his own connections and business. All that I could get out of him was that he was a physician, Scotch by birth, had lived at the North, had been four years in Charleston, had letters to some Northern people, but did not exhibit them, was going back to New York and thence to Boston, and then might go to Washington about the close of this week. He was going back to Charleston ultimately, and was therefore solicitous that whatever was published should be so guarded as to conceal his participation. I declined to publish anything, on the ground that his information might be of value to the Government; that publicity would defeat or destroy its value, and I urged him to go straight to Washington to see the Secretary of War. He expressed his acquiescence in this view and said he would go to Washington, but did not say so in a very emphatic way. Fearing his resolution may fail him, I write these hurried memoranda myself. He says there are many Union men in Charleston and everywhere in the South; they communicate under cover of Masonry. His lodge is all Union. Beauregard, he said, is cleaning the rubbish from the cellars of the burned district and making them bombproof, so as to support a street fight in the city.

The above is endorsed: "The correctness of this statement is vouched for by George Harding."

Expedition to Bull's Island, S. C., January 31, 1863.

Report of Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. *Flambeau*.

U. S. S. FLAMBEAU,
Off Bull's Island, South Carolina, February 2, 1863.

SIR: I have to report the capture of Acting Master William B. Sheldon and Acting First Assistant Engineer A. G. Pemble; the wounding of Acting Ensign G. Cottrell, and the killing, I fear, of Alexander Cushman, captain of the foretop, all of this vessel, under the following circumstances:

On the morning of the 31st ultimo Officers Sheldon and Pemble landed on Bull's Island for the purpose of foraging, my clerk, Mr. d'Estimauville, accompanying the latter and a contraband the former. At noon Messrs. Pemble and d'Estimauville, while approaching the negro quarters of a plantation, known as Gibbes' farm, had their suspicions aroused by seeing smoke issue from one of the chimneys. At the same instant ten men, commanded by an officer, filed out of the dwelling, distant about 20 yards. They were well dressed in Confederate uniform and armed with short rifles and pistols. Believing their capture imminent, Mr. d'Estimauville proposed the expedient of flight and at once started, but Mr. Pemble, believing himself unseen, dropped into the bushes close by. Meanwhile three of the enemy gave

chase to Mr. d'Estimauville, calling to him, "Surrender, or we'll fire!" but that officer, relying on his speed to elude them, continued on his course. After running about a mile and a half and finding that only one of his pursuers was gaining on him, he turned and fired his rifle, apparently with some effect, as the Confederate dropped his piece and suddenly halted. The two others still continued the chase, but Mr. d'Estimauville gained cover and, lying perdu until they had passed, escaped them. He subsequently succeeded in reaching the vessel.

About 2 p. m. Mr. Sheldon and the contraband arrived at the same farm and were almost immediately surrounded. Five or six rifles bore directly on Mr. Sheldon, and he, seeing resistance vain, necessarily surrendered. The contraband, however, was more fortunate, and though five shots were fired at him on his flight, he reached the ship in safety and gave us the information. I at once got the ship underway, and, proceeding as far inland as possible, dispatched an adequate force to recapture the missing officers.

After a search of four hours, which I regret to say was ineffectual, no traces of the enemy being visible, the boats returned to the ship about 11 p. m.

Still hoping to find Mr. Pemble, on the following morning I sent another expedition to scour that part of the island. The detachment under command of Lieutenant Smith landed, and, throwing out skirmishers as they advanced, cautiously examined Gibbes' farm, and were proceeding toward the summerhouse, a mile and a half distant and in partial view, when the advance came across the pistol worn the previous day by Mr. Pemble, the gun which Mr. Sheldon had used, and other objects evidently left by the enemy as a decoy, and which it is to be regretted our officers did not have the foresight to appreciate in time.

About a mile from Gibbes' farm the road lay over an embankment and through a dense undergrowth. Here the enemy were in ambush, and as Ensign Cottrell and Mr. d'Estimauville, with their skirmishers, advanced on the place they were received with a volley of about twenty balls, succeeded by a scattered fire of as many more. My coxswain and Cushman, captain of the foretop, were within 10 yards of the enemy, and Cushman fell mortally wounded, I fear. Mr. Cottrell received two wounds, one in the muscle of the left arm and the other through the fleshy part of the right thigh, neither of which the surgeon regards as serious. The enemy being completely invisible and evidently in force, Lieutenant Smith prudently withdrew and embarked his men in good order and without further casualties. The enemy never once broke cover.

As the sequel proves, it was imprudent to permit our officers and men to go so far from the ship, but the impunity with which parties from the *Restless*, and lately from this vessel, have traversed the island has engendered an overconfidence on our part, and I may as well state that a recurrence of the disaster will be carefully avoided for the future.

I have the honor to be, very respectfully, your obedient servant,

J. H. UPSHUR,

Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Acting Master Sheldon, U. S. Navy, regarding his capture.

BURLINGTON, N. J., *May 11, 1863.*

SIR: Deeming it necessary to make some explanations in regard to my capture, January 31, 1863, I will be as brief as possible.

On the morning of my capture I obtained permission from Captain Upshur to go ashore on Bull's Island for forage, accompanied by A. G. Pemble, then acting assistant engineer of U. S. S. *Flambeau*. After landing he separated from me. After waiting some time for his return I started for the ship, taking a different route from the one pursued on landing from the ship. After proceeding a short distance I was suddenly demanded to surrender by a captain and thirteen men, belonging to a South Carolina regiment. After having surrendered, the captain informed me that he had taken an officer who represented to him that he had deserted from the *Flambeau* and had given him information which led to my capture. On the 28th of February last A. G. Pemble took the oath of allegiance to the so-called Southern Confederacy, and was, when last heard from, at Augusta, Ga.

I have the honor to be your most obedient servant,

W. B. SHELDON,
Acting Master, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Haskell, C. S. Army, commanding Battery Marshall.

BATTERY MARSHALL, S. C., *February 3, 1863.*

SIR: For the purpose of preparing to carry out orders issued to me, I left Sullivan's Island on the afternoon of January 30 with seven men and landed at Gibbes' house on Bull's Island that evening about dark. I spent the next morning in exploring the different creeks back of the island, and was just proceeding to reconnoiter the position of the gunboat *Flambeau* lying near when I met with and captured a man calling himself the chief engineer of the *Flambeau*. He was armed with an Enfield rifle and a navy revolver, but said he was only out on a shooting expedition. I sent him off in my boat to the west end of the island, and, supposing that he had companions, concealed myself and fired off his gun to entice them. Another man soon came up with a negro. I took the former prisoner, but the negro ran away. The man professed to be a second lieutenant and acting master of the *Flambeau*; was armed with a musket and gave the same account of himself as the first. I hurried him off to the west end of the island and sent both to Sullivan's Island, sending at the same time to ask that 50 men should be sent me.

I remained on the island that night, and about sunset the *Flambeau* came around to within a quarter of a mile of Gibbes' house, and coming to anchor within 200 yards of the island, sent from 100 to 120 men ashore. They advanced a short distance, searched Gibbes' settlement, and went aboard again. I slept at Gibbes' house that night, and the next morning the 50 men who I had desired to be sent me arriving at the west end of the island, I immediately advanced, being anxious to lie in ambush at Gibbes' Wharf. The distance, however, was about 4

miles, and by the time I had passed over half of it I was met by one of my scouts, who informed me that the enemy had landed and were advancing. Directly afterwards I saw them myself, about 75 men in front, with a reserve of about 50 more about 500 yards farther back. They were marching through an open field in close order. I formed my men (45, the rest having been left in the boats) just back of Gibbes' summerhouse, and as they came up they gave them a volley from half of my force, ordering the remainder to reserve their fire, as I expected them to charge me. It seemed to take them by surprise, as they had not yet seen me, and they immediately retreated in confusion, returning my fire as they went. The very dense thicket prevented my fire from being very effective. They left one man dead on the ground; a first lieutenant of marines, commanding the detachment, was apparently mortally wounded, and another man also appeared to be wounded. I knew that they had a launch with a rifled gun in it, with which they could destroy my boats and cut off my retreat, and having only one day's rations, I considered it best to cross over to Caper's Island and wait for reenforcements. I accordingly, after waiting for them to renew the attack about half an hour, marched back to my boats and crossed over the inlet dividing the two islands, sending off a boat at the same time to ask for reenforcements.

I waited on Caper's Island until the next evening at 8 o'clock, when I received orders to return to Sullivan's Island. I set out at 9 o'clock and arrived at this post early this morning.

I am, sir, very respectfully, your obedient servant,

CHARLES T. HASKELL, Jr.,
Captain, Commanding Post.

Captain W. F. NANCE,
Assistant Adjutant-General, First Military District.

Report of Commander Worden, U. S. Navy, regarding the proposed attack upon Fort McAllister, Ga.

U. S. S. MONTAUK,
Big Ogeechee River, January 31, 1863.

SIR: Having now a proper supply of ammunition for all the vessels, and weather permitting, I propose to attack Fort McAllister to-morrow (Sunday) morning, on the first of the ebb tide.

From information I have received through a contraband who left the fort on Sunday night I shall be enabled to take up a position at from 600 to 700 yards from the fort.

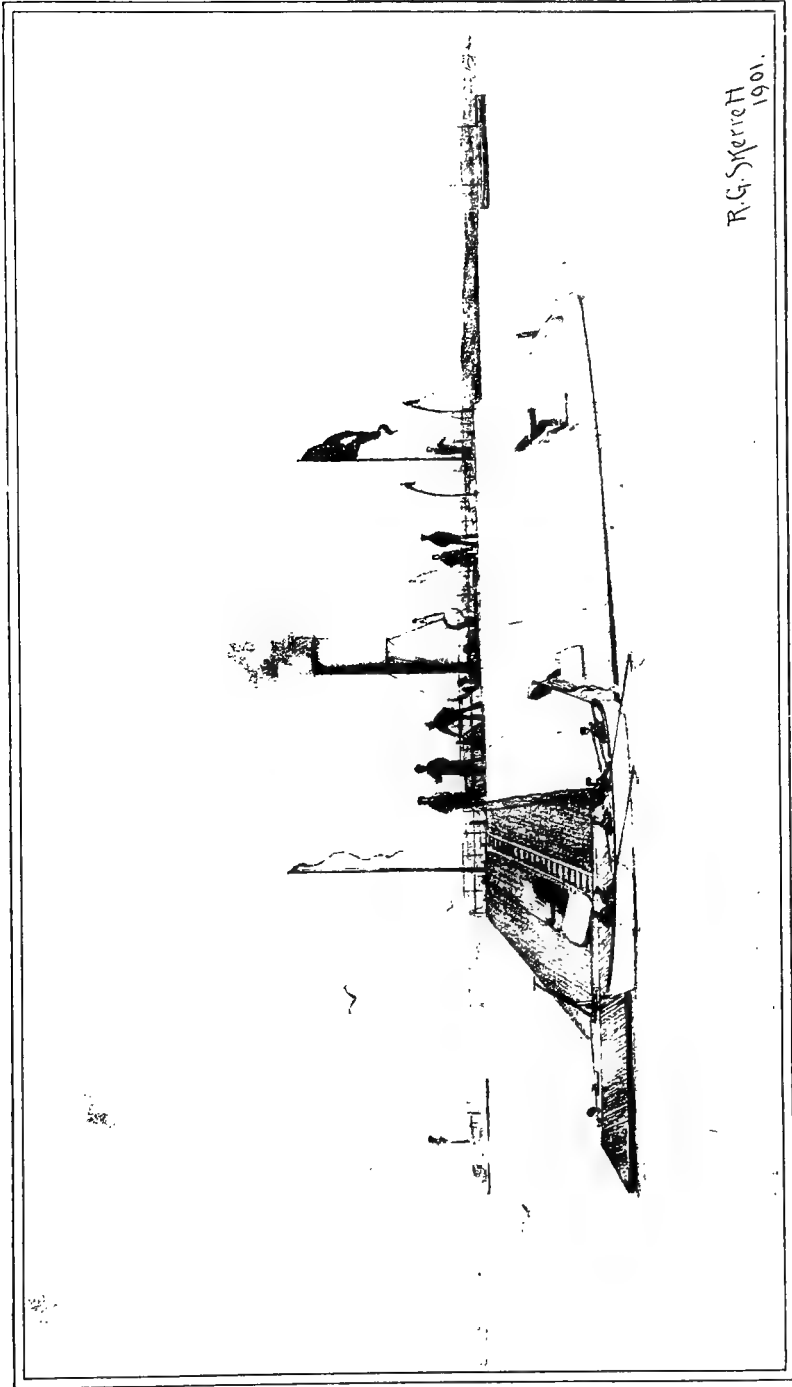
I feel the want of 3½-second fuzes for our XV-inch shells to cause them to explode at the proper time from the distance I propose to take. I am in hopes, however, that our 5-second fuzes will accomplish the work.

I should have been glad to have had the assistance of the *Dawn* with her 100-pounder rifle in reducing the fort, and in dismantling it, after its reduction, while the *Seneca* and *Wissahickon* proceed up the river to destroy the *Nashville*.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.



R. G. S. Herrell
1901.

CONFEDERATE STATES STEAMER PALMETTO STATE.

Attack of Confederate ironclads upon the Federal blockading squadron off Charleston, S. C., January 31, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, forwarding additional reports.

No. 53.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 3, 1863.

SIR: I have to report that about 4 o'clock of the morning of the 31st ultimo, during the obscurity of a thick haze, two ironclad gunboats came out of Charleston by the main Ship Channel unperceived by the squadron and commenced a raid upon the blockading fleet.

Most of the latter were of the light class of purchased vessels, two of the heaviest men-of-war, the *Powhatan* and *Cunandagua*, being at this port coaling and repairing. The *Mercedita* was the first vessel attacked. Her officers and crew had been particularly watchful during the night, looking out for suspected vessels, and at 3 o'clock had slipped cable and overhauled a troop steamer running for the channel by mistake. She had returned to her anchorage and Captain Stellwagen had gone to his room for a short time, leaving Lieutenant-Commander Abbot on deck, when one of the ironclads suddenly appeared, her approach having been concealed by the haze and mist of the atmosphere.

The vessel was immediately hailed and an order given to fire, but the ironclad being close aboard and lying low in the water no guns could be brought to bear. A heavy rifle shell was fired from the enemy which, entering the starboard side of the *Mercedita*, passed through her condenser, the steam drum of her port boiler, and exploded against the port side, blowing a hole in its exit some 4 or 5 feet square, killing the gunner and, by the escape of steam, scalding a number of the men and rendering her motive power apparently useless. Unable to use his guns and being at the mercy of the enemy, which was lying alongside on his starboard quarter, all further resistance was deemed hopeless by Captain Stellwagen and he surrendered. The crew and officers were paroled though nothing was said of the ship, the executive officer, Lieutenant-Commander T. Abbot, having gone on board the enemy's gunboat and made the arrangement.

The ironclad, leaving the *Mercedita* to her fate, to sink or not, next engaged the *Keystone State*, Commander Le Roy, who was also attacked by the other. Their fire was gallantly returned, but a shell exploding in the forehold of this vessel she was set on fire. Commander Le Roy kept off until it was got under when he steered again for one of the ironclads, ordered full steam, and determined to try to run her down. The guns had been trained and depressed for a plunging fire at the moment of collision and the ship had acquired a speed of 12 knots when a shell or shot from the enemy passed through both steam chests, wholly disabling her boilers and rendering her powerless. Ten rifle shell struck the *Keystone State*, two burst on the quarter deck, but most of them struck the hull, being near and below the water line.

In the meantime the *Augusta*, Commander Parrott, the *Quaker City*, Commander Frailey, and the *Memphis*, Acting Lieutenant Watmough, kept up a fire upon the enemy, diverting their attention from the *Keystone State* which was soon after taken in tow by the *Memphis* and drawn away from the fire.

The *Augusta* and *Quaker City* were both struck in their hulls, the

Memphis only in her rigging. The *Housatonic*, Captain Taylor, gave chase and a shot from her struck the pilot house of one of the iron-clads, doing, it is thought, some damage and carrying away one of her flags. The rebel vessels then passed to the northward, receiving the fire of our ships, and took refuge in the Swash Channel behind the shoals.

The only casualties were on the *Mercedita* and the *Keystone State*. On the *Keystone State* they are very large, about one-fourth of her crew killed and wounded and among the former the medical officer of the ship, Assistant Surgeon Jacob H. Gotwald, who was scalded to death whilst rendering surgical aid to one of the wounded men. Nine of those who died perished from the escape of steam when the boilers and steam chimney were penetrated, and among the wounded the greater number received their injuries from the same cause.

As the *Mercedita* was the only vessel which surrendered I have directed a court of enquiry to examine into the circumstances of the case as well as into the terms under which the surrender was made. This investigation has been asked for by Captain Stellwagen.

I received this intelligence on Saturday at 3 p. m. by the *Augusta*, which ship immediately returned to Charleston. The *Mercedita* soon after arrived, and the *Keystone State*, in tow of the *Memphis*, when the latter vessel was at once sent back to her station. The *James Adger*, Commander Patterson, which had towed the *Passaic* to Wassaw to watch the *Fingal*, much more formidable than the Charleston iron-clads, was also turned back as she was coming into Port Royal and ordered to Charleston, and the *Powhatan*, through the commendable zeal of Captain Godon, was got ready by 9 o'clock p. m. I had the channel and bar buoys lighted when she passed out safely.

The *New Ironsides*, Captain Turner, which since her arrival here has been undergoing various alterations ordered by the Department and of which it has been advised, had taken out her masts about 12 o'clock on the day we received the news. She had to take in coal, but succeeded in getting away at 8 o'clock the next morning.

I forward herewith copies of the reports of Captain Stellwagen, Lieutenant-Commander Abbot, and Commander Le Roy (marked Nos. 1, 2, and 3); also the reports of the casualties on the *Mercedita* and the *Keystone State* (marked Nos. 4 and 5). On the *Mercedita* there were 4 killed and 3 wounded; on the *Keystone State*, 20 killed and 20 wounded.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—Since the above dispatch was written, and as the mail was about to close, I received the report (herewith enclosed, marked No. 6) of Captain William Rogers Taylor, of the *Housatonic*, the senior officer off Charleston, who, however, was stationed at the northeast end of the line of blockade, near the Rattlesnake Shoal.

S. F. D. P.,

Rear-Admiral.

P. S.—An additional statement just received from Commander Le Roy is herewith enclosed (marked No. 7).

S. F. DU PONT,

Rear-Admiral.

Report of Captain Stollwagen, U. S. Navy, commanding U. S. S. *Mercedita*.

U. S. S. *MERCEDITA*,
Port Royal, January 31, 1863.

SIR: I have to report that at 4:25 this morning two ironclad rams from Charleston, in the obscurity of a thick haze, and the moon having just set, succeeded in passing the bar near Ship Channel unperceived by the squadron, and made an attack upon it, this ship being first encountered.

Particular vigilance was exhibited by officers and crew in expectation of vessels to run the blockade.

At 3 a. m. we had slipped cable and overhauled a troop steamer running for the channel by mistake. At 4 I laid down. Lieutenant-Commander Abbot was on deck, giving orders to Acting Master Dwyer about recovering the anchor, when they saw a smoke and faint appearance of a vessel close at hand. I heard them exclaim, "She has black smoke. Watch, man the guns, spring the rattle, call all hands to quarters!" Mr. Dwyer came to the cabin door, telling me a steamboat was close aboard. I was then in the act of getting my pea-jacket, and slipped it on as I followed him out; jumped to poop ladder, saw smoke and a low boat, apparently a tug, although I thought it might be a little propeller for the squadron. I sang out, "Train your guns right on him and be ready to fire as soon as I order." I hailed, "Steamer ahoy! Stand clear of us and heave to! What steamer is that?" Then ordered my men "Fire on him;" told him, "You will be into us! What steamer is that?" His answer to first or second hail was "Halloo!" the other replies were indistinct, either by intention or from being spoken inside of his mail armor, until in the act of striking us with his prow, when he said, "This is the Confederate States steam ram ———." I repeated the order to "Fire, fire!" but no gun could be trained on him, as he approached on the quarter. Struck us just abaft our aftermost 32-pounder gun and fired a heavy rifle through us, diagonally penetrating the starboard side, through our Normandy condenser, the steam drum of port boiler, and exploding against port side of ship, blowing a hole in its exit some 4 or 5 feet square. The vessel was instantly filled and enveloped with steam. Reports were brought to me, "Shot through both boilers," "Fires put out by steam and water," "Gunner and one man killed," "Number of men fatally scalded," "Water over fire-room floor," "Vessel sinking fast. The ram has cut us through at and below water line on one side, and the shell has burst on the other about at the water's edge."

After the ram struck she swung around under our starboard counter, her prow touching, and hailed, "Surrender, or I'll sink you!" "Do you surrender?" After receiving reports I answered, "I can make no resistance; my boiler is destroyed." "Then do you surrender?" I said, "Yes," having found my moving power destroyed, and that I could bring nothing to bear but muskets against his shot-proof coating.

He hailed several times to send a boat, and threatened to fire again. After some delay a boat was lowered, and Lieutenant-Commander Abbot asked if he should go in her, and asked for orders what to say. I told him to see what they demanded, and to tell him the condition we were in.

He proceeded aboard, and, according to their demand, gave his parole on behalf of himself and all the officers and crew. His report accompanies this.

The ram, having been detained a half hour or more, ran out for steamer *Keystone State*, which vessel and three others we had tried to alarm by lights. We saw a shell explode as it hit the ram, without injuring her. Saw the *Keystone State* was hit several times, and the steam and smoke pouring from her. The firing then receded to northward and eastward, and was pretty brisk at head of the line.

I set everybody to work taking care of wounded, pumping ship, stopping leaks, examining engine, etc. About 6 a. m. got things in order to start a little steam, and hove up anchor. The *Stettin* and *Flag*, seeing our crippled state, stood out to us, and I told them they might be wanted to the northward to pick up men, the fighting now being over (about 7:30).

In conclusion, I have to say that in the squadron, where all the vessels were conspicuous for vigilance, this ship has never been found wanting. Everything was done the circumstances permitted in a proper manner—the signal books thrown overboard, and all the officers and the crew generally behaved very well. The result, though unhappy, only shows the immense advantage ironclads have over other vessels.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Abbot, U. S. Navy, executive officer U. S. S. *Mercedita*.

U. S. S. *MERCEDITA*,
At Sea, off Port Royal, January 31, 1863.

SIR: In obedience to your order, I proceeded to the rebel ram, and was received by Lieutenants Parker and Shryock and conducted by the former inside of the house, where I was received by her captain (his name I did not learn). I told him I had come in the name of Captain Stellwagen to give up the U. S. S. *Mercedita*, she being then in a sinking and perfectly defenseless condition. He asked me about the condition of our boats and number of crew. I told him our boats were not large enough, nor in a proper condition to carry our number of crew.

After he had privately consulted with her commodore, he returned to me, saying that they had concluded to parole our officers and crew, provided I would pledge my sacred word of honor that neither I nor any of the officers and crew of the *Mercedita* would again take up arms against the Confederate States during the war, unless legally and regularly exchanged as prisoners of war. Believing it to be the proper course to pursue at that time, I consented. I was then informed that I could return to the *Mercedita*.

I will here state in this report that I was on deck at the time the smoke of the ram was discovered, and in less than two minutes she was into us. Your order to fire into her could not be obeyed, as no gun in the ship could be depressed or trained to hit her, though every

effort was made, she being so low in the water and coming upon us quartering. We had only time to get the watch to their quarters, and before we could slip our cable we were without steam, a shell having passed completely through ship and boiler.

I am, very respectfully, etc.,

T. ABBOT,

Lieutenant-Commander and Executive Officer.

Captain HENRY S. STELLWAGEN,

U. S. S. Mercedita.

Report of Acting Assistant Surgeon Mason, U. S. Navy, of casualties on the U. S. S. Mercedita.

U. S. S. MERCEDITA,

Off Charleston, S. C., January 31, 1863.

SIR: I have the honor to make the following report of casualties which occurred this morning on board this vessel when fired into by a so-called Confederate ram, name unknown:

The shell first passed diagonally through the captain's, clerk's, and gunner's staterooms, through the steam chimney of the port boiler, carrying away the Normandy condenser, exploding while passing through the opposite side of the ship in the dispensary. The immense amount of steam escaping from the steam chimney killed and scalded some of the firemen and coal passers and one ordinary seaman.

Killed.—Jacob Amee, gunner, by the shell; it carrying away part of the sacrum, left nates, and fracturing left thigh bone; he was in his stateroom at the time. James Gale, second-class fireman, scalded to death in the engine room.

Wounded.—John Reiley, coal passer; mortally scalded; engine room. Alonzo Rouse, first-class fireman; slightly scalded; engine room. Peter Gallagher, first-class fireman; mortally scalded; fire room. William Eastwood, first-class fireman; slightly; fire room. James Armstong, ordinary seaman; slightly; on deck at engine-room hatch.

I am, sir, your obedient servant,

C. H. MASON,

Acting Assistant Surgeon.

H. S. STELLWAGEN,

Captain, Commanding.

P. S.—Since writing the above report two of the wounded have died, namely, John Reiley, coal passer, died at 4:45 p. m., January 31; Peter Gallagher, first-class fireman, February 1.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State.

U. S. S. KEYSTONE STATE,

Port Royal, S. C., January 31, 1863.

SIR: I have to report that about 5 a. m. of this day, while at anchor off the main entrance to the harbor of Charleston, S. C., this ship was approached by what was supposed to be a steamer, but regarding her appearance as suspicious I ordered the cable slipped and fired a gun,

which was responded to by a shell, when I ordered the guns to be fired as they could be brought to bear upon the object. On putting my head to the eastward, it was discovered there was one on either quarter, and we made them out from their peculiar construction to be ironclads after the model of the *Merrimack*. Owing to a fire in the forehold, we stood to the northward about ten minutes, and shoaling water kept S. E. about ten minutes to enable us to subdue the fire, and then turned around and under full steam proposed attempting to run down the ram, but about 6 a. m. a shell from one of them entered on the port side under forward wheelhouse guard, passing through port steam chimney and landing in starboard, depriving us of our motive power. Ten rifle shell struck the ship and two burst on quarter-deck, most of them striking the hull, being near and below water line. Our steam chimneys being destroyed, our motive power was lost and our situation became critical. There were 2 feet of water in the ship and leaking badly, water rising rapidly, the forehold on fire. Others of the squadron coming along, the ram that had injured us so much altered her course, and before our wheels entirely stopped we were enabled to get a hawser from the *Memphis* and were taken in tow.

I regret to report our casualties as very large, some 20 killed and 20 wounded. Among the killed I have to mention the surgeon of the ship, Assistant Surgeon Jacob H. Gotwald, who was killed while in the act of rendering assistance to some of the wounded.

Captain Watmough, of the *Memphis*, kindly gave me the services of Acting Assistant Surgeon Spencer H. Brown, to whom I feel much indebted for the attention, etc., he has exhibited in caring for the wounded.

Being unable to communicate with the senior officer present personally or by signal, I deemed it my duty (Commander Frailey advising the step) to make the best of my way to Port Royal, Commander Frailey, by my request, advising the senior officer that I would leave in tow of the *Memphis* unless he gave other orders.

Accompanying please find list of casualties. In conclusion, I beg to call attention to the desire manifested by all under my command to destroy the enemy, and particularly to the cool and efficient manner in which I was seconded by Lieutenant-Commander Thomas H. Eastman, the executive officer of this ship.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of casualties on board the U. S. S. *Keystone State*.

U. S. S. *KEYSTONE STATE*, [—, 1863].

Killed, 20.—Jacob H. Gotwald, assistant surgeon; Samuel W. Boyle, surgeon's steward; James Barr, first-class fireman; George A. Ireton, first-class fireman; Edward Livermore, orderly sergeant; William A. Graw, corporal; Thomas Riley, marine; Robert McKinsey, second-class boy (contraband); Robert Willinger, second-class boy (contraband), scalded to death. David L. Caldwell, seaman; George Rey-

nolds, ordinary seaman; William H. Clark, ordinary seaman; John E. Bannon, landsman; Owen J. McGowan, landsman; R. H. B. Thomas, landsman; John W. Armstrong, marine (private); William Deily, marine (private); John P. Conway, marine (private); William Payton, marine; Patrick Herrick, marine, killed by shell.

Wounded, 20.—Penton Bellville, yeomen; scalded, face and hands. John W. Wright, captain hold; slightly scalded, face and hands. Patrick Loftus, first-class fireman; badly scalded, hands, face, and side. Robert A. Atkinson, first-class fireman; slightly scalded. Reuben A. Konk, second-class fireman; slightly scalded, face and hands. William Loftus, second-class fireman; badly scalded, face, hands, arms, and body. James Hoosey, coal heaver; scalded, hands, face, and neck. Alex. McKnight, coal heaver; slightly scalded, face, hands, and neck. Patrick Farren, coal heaver; slightly scalded, face, hands, and neck. Francis High, coal heaver; slightly scalded. John McKenney, coal heaver; slightly scalded. John Burns, coal heaver; badly scalded, face, hands, and neck. Hugh Golden, coal heaver; badly scalded, face, hands, and neck. Rendy Gould, second-class boy (contraband); slightly scalded, face and hands. William Coffin, quartermaster; slightly, in toe from shell. Moses O'Conner, ordinary seaman; injured in hip by splinter. Thomas Kelley, ordinary seaman; slightly, in foot by shell. John Sullivan, landsman; toes of both feet shot away (since dead). John Quinn, 2d, landsman; gunshot wound in thigh and back. Michael Scott, marine; wound in toe from splinter.

Abstract log of the U. S. S. *Keystone State*, Commander W. E. Le Roy, U. S. Navy.

December 1, 1862.—Off Charleston and Bull's Bay.

January 31.—At 3:15 a. m. saw a steamer with a light at peak standing toward S. W., close to U. S. S. *Memphis*. U. S. S. *Mercedita* fired two guns, and brought her to, and boarded her. At 3:40 the strange steamer proceeded to the S. W. At 3:50 saw steamer's light to the eastward, standing S. W. At 5 discovered a vessel, slipped anchor, and made for her; fired at her, and received a shell; proved to be an ironclad; exchanged a number of shots with her. At 6 a shot from her penetrated our steam drum, scalding and killing a number of the crew. About 7 ship was taken in tow by the *Memphis*. Killed, Assistant Surgeon J. H. Gotwald, Surgeon's Steward S. W. Boyle, and 18 men; wounded, 20 men. From 8 to meridian two men died from their wounds. From 4 to 8 p. m. anchored off Port Royal.

Extra remarks: While at anchor off Charleston, January 31, 1863, between 4 and 5 a. m., a gun was fired near and supposed to be by the *Mercedita*, and some lights were seen. Soon after, discovered a dark object a little ahead of her, and then a column of black smoke was noticed rising from the vessel that I supposed was either a tug out from Charleston or some stranger passing along. Another column of black smoke was seen, more to the northward and eastward of the *Mercedita*. My suspicions being aroused, I ordered the forward rifle trained upon the first steamer, which was standing toward this ship, also other guns to be ready. Gave notice to the engineer of the watch to be ready to move, and the steamer drawing nearer, ordered the cable slipped and enough motion to get command of the ship. By this time

the stranger was abreast the steamer's waist. On hailing, "What steamer is that," the reply was "Halloo," followed by some words that were unintelligible. Satisfied by the view obtained through my night glasses that the stranger was a ram, I ordered the steamer's bow gun fired at her, which was at once responded to by a shot from the stranger, when I ordered the starboard battery fired as soon as the guns could be brought to bear, putting the helm apart. On heading to the northward and eastward, discovered a ram on either quarter. Soon after the first gun, fire was reported forward, below. After extinguishing it, fire was soon again reported in the same place, when the ship was kept off seaward to enable us to put out the fire and get things in condition to attack the enemy. Ordered full steam, and about daylight discovered black smoke and stood for it for the purpose of running her down. Exchanged shots rapidly with her, striking her repeatedly but making no impression, while every shot from her was striking us. About 6:17 a. m. a shell entering in the port side, forward of the forward guard, destroyed the steam chimneys, filling all the forward part of the ship with steam. The port boiler emptied of its contents, the ship gave a heel to starboard nearly down to the guard, and the water from the boiler and two shot holes under the water led to the impression that the ship was filling and sinking, a foot and a half of water being reported in the hold. Owing to the steam, men were unable to get supplies of ammunition from forward. Ordered all boats ready for lowering, signal book thrown overboard, and also some small arms. The ram being so near and the ship being helpless and the men being slaughtered by almost every discharge of the enemy, I ordered the colors to be hauled down, but finding that the enemy was still firing upon us, I directed the colors to be rehoisted, and resumed our fire from the after battery. Now, the enemy being injured, or to avoid the squadron approaching, sheered off toward the harbor, exchanging shots with the *Housatonic*, which vessel was in chase. Put fore and aft sails on the ship, sent yards aloft, and bent sails. There being no wind, drifted along to the northward and eastward, when the *Memphis* took us in tow. Our surgeon being killed, the surgeon of the *Memphis* came on board and attended to the wounded, finding, when enabled to get on the berth deck, that 1 officer and 19 men were killed and 20 wounded. Entirely disabled, started in tow of the *Memphis* for Port Royal, being obliged to keep port battery run in and starboard out to heel ship, on account of shot holes at port water line.

WM. F. LE ROY,
Commander.

February 1.—At Port Royal, S. C. At 10 a. m. the tug *Rescue* came alongside to take out wounded men. At 11:40 received twenty coffins for the killed by the tug *Dandelion*. At 12:30 p. m. the tugboat came alongside, with a barge in tow for the 20 killed. At 1:45 left the ship and went alongside the *Mercedita*. At 2:20 the funeral procession left the *Mercedita* for Bay Point. At 5:30 the crew returned on board from the funeral.

February 5-13.—Four men sent to the *Vermont* died from wounds received in action of January 31.

Abstract of engineer's log, U. S. S. *Keystone State*.

BLOCKADING OFF CHARLESTON, S. C.,
Saturday, January 31, 1863.

12 to 3 a. m.—Lying quietly at anchor as usual; weather calm and pleasant; six fires being spread and in good order, other six banked. Everything in readiness for moving at short notice.

3 to 6 a. m.—Between 4 and 5 o'clock two rebel steam rams or iron-clads were discovered, one of them being a short distance from us. Slipped anchor and got underway, spreading all fires and generating steam as fast as possible, several shots having been exchanged by this time. About 6 o'clock an alarm of fire was sounded; the ship's course was changed so as to allow time to quench it, which was done by forcing two streams of water upon it, the donkey pump working at full speed.

6 to 9 a. m.—At 6:10, having extinguished all the fire, received orders from the executive officer to keep a good pressure of steam and to go ahead as fast as possible, the intention being to run down the smaller of the two rams. By this time had a pressure of 20 pounds steam, per gauge, and cutting off at about one-third the stroke of piston. The fires were now in good order and steam rising rapidly.

At 6:15 commenced exchanging shots with the rebel.

At 6:17 received a shot or shell on our port beam, said shot passing through the hull and penetrating both steam drums of boilers. The engine at the time of this accident was making about fifteen revolutions per minute, everything working well, etc. In an instant after the penetration of the steam drums both the engine and fire room were enveloped in steam, all hands escaping as fast as possible; the engine still working, having a good vacuum.

As soon as practicable went into the engine and fire room, found the pressure of steam, per gauge, 2 pounds, engine making about four revolutions per minute, gradually decreasing, until about 6:40 engine ceased working.

At 7:15 hauled all fires, also started a fire under the donkey boiler to generate steam for the purpose of working the Worthington steam pump so as to clear ship of the water accumulated in the bilges.

At 7:30, the steam being sufficiently rarified, proceeded to examine the extent of injury, etc., sustained by the steam drums. The port drum was struck first, about 6 feet from the top and on the forward part, making an ugly rent in a diagonal direction, following the form of the steam drum about 4 feet long by 2 or more feet in width. The shot then entered the starboard steam drum, making an opening not quite as large as in the port drum.

Our propelling power was thus completely destroyed.

At 7:20 the U. S. S. *Memphis* took our ship in tow. Weather clear and calm; sea smooth.

A complete list of the killed and wounded of the engine department is appended.

Very respectfully, your obedient servant,

A. K. EDDOWES,

Acting First Asst. Engineer, in Charge U. S. S. Keystone State.

Extract from letters of Lieutenant-Commander Eastman, U. S. Navy.

U. S. S. KEYSTONE STATE, *January 31, 1863.*

* * * We had this morning a fight with an ironclad off Charleston, and have been towed down here in a sinking condition, * * * but we are now safely anchored. * * * We have lost one-quarter of our crew.

FEBRUARY 3, 1863.

* * * On the night of the 30th of January (about 5 a. m.) we heard a gun, which is the usual signal of a blockade runner. The captain went on deck, had me called. I slipped on my clothes, went up, and sent the crew to quarters and saw a small vessel approaching us. I, in the meantime, gave an order to slip our cable, which was done. The vessel came nearly alongside and I hailed him to stop or I would fire. He said "Halloa!" I fired into him seven guns, one after the other, hitting him at the distance of 50 yards, without hurting him. He fired into us without more words and tried to ram us, but we evaded him. His shot set us on fire and we had to run before the wind to put it out. As he kept firing on us, we were very busy. After ten minutes we put the fire out and in ten minutes more were on fire again, this time alongside of our shell room, and it kept us hard at work with water for twenty minutes. Dark all the time, so we could see his smoke and feel his shell. After our fire was subdued we got ready, manned both sides, and ran for him to run him down or sink us. All this time we were working our guns and part of the time fighting a second ironclad. Just as we got within 300 yards, going at the rate of 12 miles, he put a shot through both our boilers and blew us up. Then we were done. The ship fell over on her side; she had four large holes in her bottom; we could not move any more, and one-fourth of our strong crew were killed or wounded—hors du combat. Captain Le Roy (God bless him), out of pity for the dying and the dead, hauled down our flag; the ironclad fired two more shot into us. Then Le Roy ran the flag up and we went to work at him again. The timely arrival near us of one of our vessels, and the breaking of day, made the rebel go into Charleston, and permitted us to go to work at the pumps. We righted the ship, got a tow, and are now in Port Royal repairing damages. * * *

The men fought splendidly and had every confidence in me, which is pleasant, for no matter what I told them to do in the dark night not one hesitated, and they all knew it was a hopeless fight for us. Le Roy is the noblest and best of men. * * * He is as brave and cool as a good Christian gentleman can be. * * *

Yesterday we buried our dead—23, probably 3 more to-morrow. At daylight that morning we mustered 196, now we muster 138 all told. Our wounded have gone to the *Vermont*, where there is better accommodation. * * *

We did our best, if we did not succeed. * * *

We are knocked all to pieces, eleven (120-pounder) shell went into us and two burst on the quarter-deck.

[T. H. EASTMAN.]

[Mrs. T. H. EASTMAN.]

Report of Captain Taylor, U. S. Navy, commanding U. S. S. Housatonic.

U. S. S. HOUSATONIC,
Off Charleston, January 31, 1863.

SIR: I have the honor to report that soon after 5 o'clock this morning firing was heard to the southward and westward, which was continued for about half an hour, during which time we counted the reports of 11 guns. There was then a cessation of twenty minutes. I supposed that a simultaneous attempt was making by several vessels to run the blockade. Just before 6 o'clock the firing was renewed, and the direction of the flashes gradually changed from S. W. to S. The firing, though continued longer than usual, was not so rapid as to excite any apprehension in my mind. As the dawn approached three steamers were discerned bearing about S. by E., apparently heading toward the lower end of the line. One of them was seen to be the *Quaker City*, and I supposed that one of the others at least was a prize. About 30 minutes past 6 o'clock the *Augusta*, the ship next below the *Housatonic*, stationed 1 mile S. S. W. of her, made night signals. They were not distinct, but as she got underway and ran immediately to the southward and westward I presumed she had discovered danger to the vessels in that quarter.

The cable of this ship was slipped instantly and we steamed under a full head after the *Augusta*. After we had been underway about ten minutes black smoke was reported to the westward, and, as soon as it was light enough to see, an ironclad ram, bearing the Confederate flag, was discovered steering toward the entrance of the harbor. She kept steadily on her course and made no demonstration of coming toward us. In the meantime the *Augusta* had opened fire, but it was some minutes before we could make out her opponent. About 7 o'clock another ram, under the same flag, was discovered to the southward and westward, also heading toward the harbor. This ship was steered as close to the shoal as the water would permit, running between the ram and our own vessels. As soon as we got within range we opened fire upon her, which she returned with deliberation. The fire on our part was kept up as long as she continued within range. At no time did she deviate from the course she was steering when we first saw her, except that she turned twice to bring her stern gun to bear upon us. Her shells struck near us and past us, but none hit us. It was reported to me that we shot away her forward pilot house and flag-staff. Appearances justified the supposition, and we afterwards saw men apparently engaged in erecting another flagstaff. Some of our shot and shell passed over her, and I think she must have been struck several times. As she advanced toward the harbor small steamboats came out to meet her, as if to assist her in getting in.

The firing having ceased by the withdrawal of the enemy, Captain Parrott, of the *Augusta*, came on board and called my attention to the fact (which had been observed, however) of the *Mercedita*, *Flag*, *Ottawa*, and *Stettin* being nowhere in sight. Apprehensive that they had been destroyed, I directed him to proceed without delay to their stations in order to render any assistance that might be necessary, and then to go to Port Royal and inform you of the events of the morning.

The *Keystone State* was at this time in tow of the *Memphis* and distant 2 or 3 miles. The weather was unfavorable for signaling, and I was steaming toward her when the *Quaker City* came up and expressed

a desire to communicate. Commander Frailey reported having received a shell in his engine room, and required several articles to repair the damage. He informed me that the *Keystone State* had her boilers shot through, and that there had been a great loss of life on board of her. He also stated that the *Memphis* had her in tow for Port Royal. Feeling that that was the best disposition to be made of her, and seeing the *Augusta* in communication with her, I allowed her to proceed without making any further attempt to overtake her.

About half past 10 o'clock the *Flag* came up and reported the capture of the *Mercedita* and that her officers and crew were paroled. Commander Strong also assured me of the safety of the *Stettin* and *Ottawa*. The *Augusta* received a shell through her side, but there was no injury to any person on board. About 11 o'clock the *Stettin* came up, and Acting Master Van Alstine brought me a message from Lieutenant-Commander Whiting, of the *Ottawa*, to the effect that the *Isaac Smith* had been captured the evening previous in Stono, and that the *Commodore McDonough* was in danger. I directed Commander Strong to proceed at once to that quarter and to make such arrangements as might appear best under the circumstances. Heavy firing has been heard in that direction this afternoon.

I now determined to go to my former station to pick up the anchor, but was unable to get hold of any landmarks on account of the haze over the shore until about 3 o'clock. I would state that at no period from daylight up to that time had the land been anywhere distinctly visible. On approaching my anchorage the two rams were seen lying in Maffitt's Channel, close to the shore, some distance to the northward and eastward of Fort Moultrie. They were attended by several small steamers. About 5 o'clock they all went back into Charleston Harbor.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting copy of the log of the U. S. S. *Housatonic*.

No. 108.]

FLAGSHIP WABASH,
Port Royal, S. C., March 2, 1863.

SIR: I herewith enclose a copy of the log of the U. S. S. *Housatonic*, from 4 o'clock on the morning of 31st January to 6 p. m. of the same day, which, perhaps, should have been forwarded in my dispatch No. 73.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Log of the U. S. S. *Housatonic*, commanded by Captain William Rogers Taylor, off Charleston, S. C.

H.	K.	F.	Courses.	Wind.		Weather.	Temperature.		Barometer.
				Direction.	Force.		Air.	Water.	
a. m.							o		
5.				W.	1	bm.			
6.				W.	1	bm.			
7.				W.	1	bm.			
8.				W.	1	bm.	56		30.30
9.				W.	1	bm.			
10.				W.	1	bm.			
11.				W.	1	bm.			
12.				W.	1	bm.	60		30.28
p. m.									
1.				S. W.	2	bcm.			
2.				S. W.	2	bcm.			
3.					0	bcm.			
4.					0	bcm.	57		30.25
5.					0	bcm.			
6.				E. S. E.	2	bcm.	54		30.24
7.				S. E.	2	cm.			
8.				S. E.	2	cm.	51		30.25

Remarks.

January 31, 1863.—From 4 to 8 a. m.: Set starboard watch, stationed and armed as in the first and mid watches. At 5:05 a. m. saw the flash and heard the report of a gun bearing S. W.; the firing continued about half an hour at intervals, when there was a cessation of about twenty minutes; it was then resumed, the direction varying from S. W. to S. Could not see the vessels from whence it came on account of the dense mist about the horizon. At 6:15 a. m. saw three vessels together, bearing S. by E.; made one of them out to be the *Quaker City*. U. S. S. *Augusta* burned Coston's signals, which were not understood, but which were supposed to mean danger; she got underway and stood toward the firing. We immediately slipped and steamed after her, all hands at quarters. Hailed the prize steamer and ordered her to get underway. About 6:40 a. m. saw black smoke to the westward and as soon as it became light enough to see, discovered a ram with a Confederate flag, steaming rapidly toward Fort Sumter. The *Augusta* was then engaged with another vessel. Ran down between them, when a second ram was discovered, on which we opened fire at 7:08 a. m. She was then moving slowly toward the direction of the harbor. At 7:37 a. m. she went out of range. We fired thirty-four guns at her in this interval; she returned our fire, but none of her shots struck us. We knocked away her pilot house and forward flagstaff. At 7:50 a. m., discovering her roof covered with men, fired two shots from the 100-pounder rifle at extreme elevation, both of which fell short. The U. S. steamers *Quaker City*, *Unadilla* and *Augusta* were underway to the eastward of us. The *Memphis*, with the *Keystone State* in tow, standing to the southward and westward. The schooner *America* standing to the eastward. At 8 a. m. saw the *Flag* on her station, but could see nothing of the *Mercedita*, *Ottawa*, *Stettin*, or *G. W. Blunt*. Released the prisoners from confinement before going into action. Depth of water alongside, 30 and 29 feet. Pressure of steam, 23 and 25 pounds.

EDWIN T. BROWER,
Lieutenant.

From 8 to meridian: At 8 a. m. secured the battery. The two enemy's steamers out of sight toward Fort Sumter; it being very hazy around the horizon, could not see into the harbor. At 8 a. m. dispatched the *Augusta* to Port Royal with information for the admiral. At 8:20 a. m., while steaming toward the *Keystone State*, the *Quaker City* made signal No. 437; hove to and she communicated; furnished her with materials to repair damage done to her machinery by the enemy. Saw a steamer in the offing standing to the southward and westward; called the second division to quarters; she stood in near us and hove to, boarded her and found her to be the U. S. transport *Cossack*, with troops from Beaufort, N. C., bound for Port Royal, S. C. 8:40 a. m. we made signal No. 333 to the U. S. S. *Unadilla*. At 10:20 a. m. the U. S. S. *Flag* came up and communicated with us. At 11 a. m. the haze cleared sufficiently to enable us to see Fort Sumter, but we could not see into the harbor. At 11:36 a. m. made signal No. 1073 to U. S. S. *Flag*. At 11:30 a. m. the prize steamer *Princess Royal* and the transport *Cossack* went out of sight, bearing S. S. W. Saw a river steamer underway between Fort Sumter and the sand battery near Fort Moultrie all the watch. Waiting for the haze to clear to run in and pick up our anchor. During the watch the following vessels communicated with us, viz, U. S. steamers *Quaker City*, *Augusta*, *Flag*, *Stettin*, and *Unadilla*. We could see nothing of the U. S. steamers *Ottawa* and *Mercedita* or schooner *G. W. Blunt*.

JOS. W. CONGDON,
Acting Master.

From meridian to 4 p. m.: At meridian the U. S. S. *Flag* made telegraphic signal to this ship Nos. 5376, 388, 53. At 12:10 p. m. the U. S. S. *Quaker City* communicated with this ship. The U. S. S. *Flag* communicated with the steamer standing in from the eastward. At 12:52 p. m. U. S. S. *Flag* made signal No. 1025 to this ship. At 1:15 she communicated with us. At 1:20 the *Unadilla* came to in her station. Saw a small steamer come out past Fort Moultrie and stand along the shore of Sullivan's Island, where we soon after made out two rams attended by a tugboat; they were lying still near Battery Beauregard and remained there all the watch. At 1:45 p. m. U. S. S. *Flag* stood to the S. W. At 2:10 p. m. saw a steamer standing in from the eastward. At 2:20 p. m. we steamed ahead toward her and called second division to quarters. At same time the U. S. S. *Quaker City* made telegraphic signal to this ship, Nos. 595, 725, 535, 54, 66, 14, 4319. At 2:45 p. m. the steamer coming in from the eastward came within hail; found her to be the U. S. transport *Oriole*, with troops from Beaufort, N. C., to Port Royal, S. C. At 3:10 p. m. we made signal No. 333 to U. S. S. *Unadilla*. U. S. S. *Flag* and transport *Oriole* went out of sight to southward. At 3:40 p. m. U. S. S. *Quaker City* made telegraphic signal to this ship, Nos. 4573, numeral 1, 287, 4968, 725, 4810, 4036. At 4 p. m. we made telegraphic signal to U. S. S. *Quaker City*, Nos. 3261, 3974, 2053, 5729, 6656. The crew employed in getting chains over the side to protect the steam drums, making rigging, etc. Discharged all the small arms in the ship and reloaded them. Ship lying off and on in 5 fathoms water. Fort Sumter bearing W. by N.

J. K. CROSBY,
Acting Master.

From 4 to 6 p. m.: At 4:05 p. m. the rebel rams and steamers steamed toward Charleston. At 4:20 p. m. saw a steamer bearing E. $\frac{1}{2}$ S.; heard heavy firing to the westward; saw four vessels to the eastward. At 4:38 p. m. a sail reported in the offing bearing N. E. by E. At 4:50 p. m. the two rams went behind Fort Moultrie out of sight. Heard heavy firing on Forts Sumter and Moultrie. At 5 p. m. we made signal to *Quaker City*, No. 333. At 5:10 p. m. the two small rebel steamers disappeared in the same direction with the rams. U. S. S. *Quaker City* communicated with us, and at 5:40 p. m. she came to, bearing S. W. $\frac{1}{4}$ W. Finished getting chains over the sides and took furling lines off of the trysails. Delivered 5 XI-inch solid shot to the U. S. S. *Unadilla*. It being very smoky, lost sight of the sail in the offing. At 5:35 p. m. mustered at quarters for inspection. Cast loose the battery and pivoted Nos. 4 and 7 guns in broadside. At 6 p. m. the steamer to the eastward went out of sight to the southward—supposed to be an army transport. Last seen of U. S. schooner *America* she was bearing S. S. E. Depth of water, 42 feet. Pressure of steam, 25 pounds. Ship underway all of the watch.

WESTON GREGORY,
Acting Ensign.

From 6 to 8 p. m.: Ship underway, lying to, heading E. S. E. At 6:30 p. m. U. S. S. *Unadilla* steamed ahead and stood in N. N. E. At 7 p. m. lost sight of her. At 7:30 p. m. signal lights on Fort Sumter bore W. by N. $\frac{1}{4}$ N. Stationed and armed usual lookout, also armed the watch as for quarters. Sounded at short intervals in between 6 and 7 fathoms water. Pressure of steam, 23 and 25 pounds.

EDWIN T. BROWER,
Lieutenant.

This copy of the log of the *Housatonic* is forwarded in obedience to your orders.

WM. ROGERS TAYLOR,
Captain.

Captain S. W. GODON,
Senior Officer Present.

Report of Commander Parrott, U. S. Navy, commanding U. S. S. *Augusta*.

U. S. S. *AUGUSTA*,
At Sea, January 31, 1863.

SIR: This morning at about a quarter of 5 the two rebel ironclads came out from Charleston by the main Ship Channel, or a little to the northward of it, and captured the U. S. S. *Mercedita* and paroled her officers and crew. She is now on her way to Port Royal. The *Keystone State* also has her boiler exploded, 1 officer and 15 men killed, 30 wounded. She is on her way to Port Royal, towed by the *Memphis*.

About the same time an attack was made on our vessels at Stono, and I understand the *Isaac Smith* was captured. Her consort was out near the bar, waiting for high tide to come out. The *Ottawa* was also off the bar on the outside. It is said the *Isaac Smith* was captured by batteries on the shore, and the information was brought out to one of the fleet by a sailing vessel. There appears to be some doubt about the correctness of this report, and I hope it is exaggerated.

At the time the ironclads came out we were lying off the Swash Channel and saw flashes to the southward and westward and heard a few reports. Firing at night has been frequent lately, and we supposed it was some vessel attempting to run the blockade, and we remained at quarters, on the lookout.

At early daylight the *Quaker City* (the next vessel to the southward and westward) stood to the southward and soon after commenced firing. I then saw black smoke and made signal of an enemy to the ship of the senior officer, which was next to us on the other side, and slipped.

The two ironclads passed successively inside of us, we engaging them, and received a shot through the starboard side, which lodged in the port side, passing a little above our boiler. It was a IX-inch shell, and I think most of the shot fired by the two vessels were of this description.

The *Housatonic* and the other vessels within range also engaged them, but they passed on toward the entrance of Maffitt's Channel.

I afterwards boarded the *Housatonic* and was sent by the senior officer, Captain Taylor, to you with this account. His ship had shot away the flag and injured the pilot house of one of the rebel vessels.

On my way I have spoken the *Keystone State*, *Mercedita*, and *Flag*, and gained from them the account of the damage done by the rebels.

At daylight it was very hazy, so that only our ships at the north end of the line were in sight and the amount of injury done the fleet was of course unknown at that time.

After the first damage done by the rebels they showed no disposition to come to close quarters. The *Mercedita* has her gunner and 2 men killed and others wounded.

I know of no other injury sustained by any of our vessels.

I am, respectfully,

E. G. PARROTT,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Parrott, U. S. Navy, regarding incendiary shell used by the Confederates.

U. S. S. AUGUSTA,
Off Charleston, S. C., March 5, 1863.

SIR: I have the honor to send you nearly all of the contents of a rebel incendiary shell, used on the occasion of the late raid of the ironclads from Charleston.

On burning a portion of this mixture, I found that after the flash a number of lumps were left burning and continued to burn for about two minutes.

A good deal of it was firmly coated against the interior of the shell and required hard scraping to detach it.

Perhaps this was intentional in order that the mixture might be conveyed with the pieces of the shell.

It appears to be mixed with gunpowder or perhaps gunpowder was put into the shell after the composition was in and hardened.

The whole charge of the shell appears to be small and perhaps was intended to be only sufficient to burst the shell.

The fuze used was the "navy fuze."

I am, very respectfully, your obedient servant,

E. G. P [ARROTT],
Commander.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City.

U. S. S. QUAKER CITY,

Off Charleston, S. C., January 31, 1863.

SIR: I have the honor to report that at about fifteen minutes before 5 o'clock this morning, while at anchor off Swash Channel, the officer of the deck, Acting Master H. S. Blanchard, reported to me that lights were being flashed on shore to the westward and that a gun had been fired to the southwest. I immediately went on deck to discover the cause.

At about 5 o'clock several flashes and reports of guns were again noticed in the same direction, the southwest, when all hands were immediately called and preparations made for slipping the chain as soon as I should discover sufficient cause to vacate my station.

The firing ceased then for a short time, but was soon afterwards briskly renewed. Meanwhile the darkness of the night prevented my ascertaining the cause. The firing, however, continuing, I slipped my cable, called to quarters, and stood to the southwest. Soon after made a steamer on starboard bow burning black smoke and stood for her, thinking it was a vessel attempting to run the blockade.

When within 300 or 400 yards of her she fired a shell at us, which passed harmlessly over us. I immediately returned her fire with the Parrott gun on the forecastle, the shell from which passed over her. A second shell was then fired at us by the strange sail, which entered this vessel amidships about 7 feet above the water line, cutting away a portion of the guard beam and a guard brace, and thence on its course through the ship's side, exploding in the engine room, carrying away there the starboard entablature brace, air-pump dome, and air-pump guide rod, and making sad havoc with the bulkheads.

At this time the broadside guns, four in number, loaded with two 32-pounder shot and two 32-pounder shell, were deliberately aimed and fired at her, when a second vessel of a similar class was discovered on our port quarter. I immediately wore around to the eastward, so as to bring my port guns to bear upon the latter vessel, but which were not fired, as by that time the character of the vessels was fully discovered. Bore up and stood for the *Memphis* and spoke her, and afterwards [stood] for the *Keystone State*, which appeared to be in distress and requiring assistance, which was offered, but declined, requesting me to proceed to the senior officer and represent that he had been sadly crippled in his boilers and the ship leaking badly.

Stood for the *Housatonic* and communicated with you as senior officer.

During this encounter four shells of heavy caliber were fired at us, the first passing harmlessly over us, the second entering the vessel, as previously described, and the others bursting alongside, but doing no damage, while eight shot and shell were fired from this vessel at the enemy.

A slight lacerated wound on the thigh of William D. Fenn, coal heaver, is the only casualty I have to report.

It is a source of great satisfaction to be able to express my gratification at the zeal and coolness of all my officers, and the alacrity and good conduct of the crew during this brief encounter.

Very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Captain WILLIAM ROGERS TAYLOR, U. S. Navy,
Senior Officer, Comdg. Blockading Squadron, off Charleston, S. C.

Report of Acting First Assistant Engineer Farrer, U. S. Navy, regarding injuries sustained by the U. S. S. Quaker City.

Off Charleston, S. C., February 2, 1863.

SIR: I beg respectfully to report that during the encounter of the 31st of January, a large shell struck this vessel through the starboard water wheel, and, passing through the hull, burst in the center of the engine room, tearing down everything in its progress and damaging and fracturing the engine in the following manner: Striking an arm of the starboard water wheel and completely severing it, thence on its passage striking and cutting away one of the main entablature braces, a 6-inch round iron bar placed so as to secure firmly together the cylinder top and entablature; striking the dome to the air pump and completely shivering it to within 2 feet from the base; striking the air pump crosshead a severe blow and carrying away the port guide rod.

These damages cause the entablature to work considerably when the ship rolls, by forcing the working portions of the engine out of line, and causing also the engine to shake fearfully when passing the center.

The injury to the air-pump dome I have endeavored to counteract temporarily by fitting into the top of the remaining part a cover sufficient to prevent the water from escaping when the ship rolls.

The guide rods I have secured in such a manner as to render them temporarily trustworthy.

These are the principal damages I have been able to detect up to this time, but they are of such a character and to a sufficient extent as to render the engine, in my judgment, unsafe and entirely unfit for sea service in its present condition.

I would add also that the boilers of this ship are so old and so completely used up as to render them completely unreliable at sea and cause continual anxiety and alarm to those who work near them.

Very respectfully, etc., your obedient servant,

GEORGE W. FARRER,
Acting First Assistant Engineer, U. S. Navy, in Charge.

Commander J. M. FRAILEY, U. S. Navy,
Commanding U. S. S. Quaker City.

Report of Lieutenant-Commander Abbot, U. S. Navy, regarding injuries sustained by the U. S. S. *Mercedita*.

U. S. S. *MERCEDITA*,
Off Port Royal, January 31, 1863.

SIR: I have to report the damage done the ship by the rebel ram as follows:

Prow of said ram struck the ship at the water line on starboard side, immediately abaft steam chimneys of boilers, passing through outside planking and partially through the timbers, causing her to leak badly. A shell thrown from said ram as she struck the ship with her prow passed from starboard side through steam chimney of port boiler, bursting about time of entering port side.

The above is a hasty report of damage done, as far as ascertained.

I am, very respectfully, etc.,

T. ABBOT,
Lieutenant-Commander, Executive Officer.

Captain H. S. STELLWAGEN,
U. S. S. Mercedita.

Report of the senior engineer of the U. S. S. *Mercedita* regarding injuries sustained by that vessel.

U. S. S. *MERCEDITA*,
Port Royal Harbor, January 31, 1863.

SIR: I respectfully beg leave to report the damage done to the boilers and machinery during the action of this morning and the present condition of the same.

The enemy's shell penetrated the engine-room bulkhead on the starboard side about 5 feet abaft the steam chimneys. It passed through the fresh-water condenser, totally destroying it, and penetrated the iron bulkhead which surrounds the steam chimney, striking the port one and carrying away at least 4 feet of the outer shell.

The steam immediately escaped from both boilers and filled the engine and fire rooms, thereby leaving the machinery in a useless condition.

On examination of the starboard boiler I found that by closing the connections steam might be raised on it sufficiently to work the engine at a slow rate, which was done, in obedience to your orders.

It will require a further examination before I shall be able to report on the present condition of the boilers, to make which the coal must be removed from the side bunkers.

I am, very respectfully, your obedient servant,

A. DOIG,
Senior Engineer.

Captain HENRY S. STELLWAGEN,
U. S. S. Mercedita.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. S. *Mercedita*, requesting survey on that vessel.

U. S. S. *MERCEDITA*,
Port Royal, February 2, 1863.

SIR: I respectfully request that a survey may be held on the injury to the engine and hull of this ship in the conflict with the ram off

Charleston, January 31, 1863. The necessity for repairs of holes caused by prow and shell of ram is very urgent.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of a board of survey on the U. S. S. *Mercedita*.

U. S. S. *MERCEDITA*,
Port Royal Harbor, February 2, 1863.

SIR: We have held an examination of the amount of damage done the hull of this vessel by the prow and shell of the rebel ram, and find, as near as can be ascertained at present, that the prow has smashed through seven outside planks, and broken one timber on the starboard side. The shell passed through the same timber about 4 feet above, coming out of the port side of the ship, passing through two timbers and tearing off five of the outside planks (on port side).

Very respectfully, etc.,

T. ABBOT,
Executive Officer.
CHAS. B. WILDER,
Acting Master.
F. J. GOVER,
Acting Master.
JOHN McDONALD,
Carpenter's Mate.

Captain HENRY S. STELLWAGEN,
U. S. S. Mercedita.

Report of Captain Stellwagen, U. S. Navy, of the escape of men in small boat from the U. S. S. *Mercedita* during attack.

U. S. S. *MERCEDITA*,
Port Royal, February 2, 1863.

SIR: I have to report that a boat left the ship whilst we were lying disabled and supposed to be sinking during the attack by the ram on the morning of the 31st ultimo. I thought, on hearing it, she had gone to give the alarm to the vessel near.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Captain Taylor, U. S. Navy, senior officer off Charleston, transmitting reports from the U. S. steamers *Flag* and *Memphis*.

U. S. S. *HOUSATONIC*,
Off Charleston, February 9, 1863.

SIR: I have the honor to enclose herewith a report from Commander Strong and one from Lieutenant-Commander Watmough, received

this day, in reference to the occurrences on the morning of the 31st January, so far as they fell under their observation.

I am sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain.

Rear-Admiral S. F. Du PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Flag.

U. S. S. FLAG,

Off Charleston, February 3, 1863.

SIR: In obedience to your order of this date, I have the honor to make the following report in reference to the occurrences of the night of the 30th and the morning of the 31st January last, so far as they came under my observation:

At 11 p. m. of the 30th January saw a boat inshore of me, pulling in the direction of the *Mercedita*. Went to quarters and remained at quarters until the boat was out of sight, still pulling toward the *Mercedita*. Supposed it to be one of her boats. As I had been directed not to notice boats inshore, should I see them, as they were our own, piped down. At 3:15 a. m., January 31, heard a gun in the direction of the *Mercedita*, soon after one from the direction of the *Keystone State*. The *Keystone State* and another steamer, as I supposed the *Memphis*, got underway and intercepted a strange steamer.

At 4:50 a. m. heard a gun fired at E. N. E., the bearing of the *Mercedita*. Called all hands to quarters; got ready at once to slip by unshackling the chain; remained at quarters until daylight. At 5:15 a. m. heard guns again to the northward and eastward, farther down the line. Supposed it was more than one vessel attempting to run the blockade. By this time it was light enough to see the *Mercedita*; she was still in her place. As she did not move I held on for a short time, when I ran down to her and learned that she had been attacked by an ironclad. The firing was still going on. I hailed Captain Stellwagen and asked him if I had not better go down to the fleet. He directed me to a steamer outside that ought to be looked after. I steamed for her, found she was a transport, and returned as soon as possible to report to Captain Stellwagen, when, for the first time, he told me he had been captured and paroled; that he could give me no orders. I then steamed as fast as possible for the upper end of the fleet, where firing was still going on, but before reaching there the enemy had retired.

On going on board the *Housatonic* I learned for the first time from you that two ironclads had been out to attack the fleet.

But one gun was heard in the direction of the *Mercedita* and no signal seen.

Very respectfully, your obedient servant,

J. H. STRONG,
Commander.

Captain WM. ROGERS TAYLOR,
Commanding U. S. S. Housatonic.

Report of Lieutenant-Commander Watmough, U. S. Navy, commanding U. S. S. *Memphis*.

U. S. S. *MEMPHIS*,
Off Charleston, February 1, 1863.

SIR: The following facts comprise the part taken by this vessel during the late attack of the rebel ironclads on a portion of the blockading squadron off this port:

On the morning of the 31st of January, at about 5 a. m., the weather being very hazy, but calm, and the sea smooth, the flash of a single gun on the bearing of the *Mercedita* was seen and the report heard. We also imagined we saw an object moving in that direction, but were not sure. In the course of twenty minutes a gun on the bearing of the *Keystone State* was heard, followed, after a very short interval, by quick and rapid firing, and as an object was very indistinctly seen moving in that direction, we inferred that both the *Keystone State* and *Mercedita* were in pursuit of some steamer that had passed out. No running lights nor signals being shown, we were left to conjecture entirely. The firing may have continued ten minutes, when all became quiet again. In the meantime we were at quarters and ready to slip. In a short time single guns, to the number of four or five, at intervals, were fired again, and another quiet period ensued. Watching carefully with a glass some fifteen minutes, I discovered a vessel approaching our position on the port bow, standing across our bow, as if making for the Pumpkin [Hill] Channel; in doubt as to her character, but suspicious, we slipped our cable, and, to test her and prevent the disaster of firing into one of our own vessels, flashed a red light, training our pivot gun on her, at the same time also backing clear of our buoy. The light not being noticed, I fired at her, which was instantly returned by the stranger. No longer in doubt, with our helm hard a starboard, we went ahead fast, passing along her starboard side, and delivering our fire as the guns were brought to bear, several of her shots passing over and striking and exploding around us in return. We were now near enough to make out she was an ironclad, and as I had no battery to make any impression on her, steamed out of range to the eastward, passing under the fire of her consort, that we discovered astern of her.

I now resolved to steam up the line and inform you of the character of the vessel. Day breaking by this time enabled me to see, on the one hand your vessel underway, standing down to the scene of action, and on the other, the *Keystone State*, enveloped in a cloud of smoke or steam, slowly moving out of range of the last-mentioned ironclad, that was still firing at her. Judging she was disabled, I immediately turned to her assistance, informing Captain Frailey, of the *Quaker City*, whom I met steaming down, of my intention. On coming within hail of the *Keystone State*, Captain Le Roy informed me of his disabled condition and of the severe loss he had met with in men, and of his doctor's death. Dr. Brown, of the *Memphis*, was sent on board of her immediately, and a hawser passed to her, when we towed her seaward, subsequently receiving orders to tow her to Port Royal, which port we reached the same evening.

A shot through our quarter boat and some of our rigging cut was all the damage done to this vessel.

It was apparent that both the ironclads avoided a close action with the *Housatonic* and other heavily armed vessels, and placed themselves

prudently with the Swash Channel under their lee, as a safe retreat to port. I did not hear of the surrender of the *Mercedita* until we arrived at Port Royal.

I am, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Commanding Memphis.

Captain WM. ROGERS TAYLOR,
Senior Officer Present.

Report of Captain Godon, U. S. Navy, commanding U. S. S. Powhatan.

U. S. S. POWHATAN,
Off Charleston, S. C., February 7, 1863.

SIR: Captain Ross, of H. B. M. S. *Cadmus*, having kindly loaned me several Charleston papers that he had received and wished to take with him to Bermuda, to which place he was about removing Mr. Bunch, late British consul at Charleston, I copied from them a remarkable proclamation, which I herewith enclose, of General Beauregard and Commodore Ingraham, informing the world of the raising of the blockade in consequence of the raid of two ironclads on some of the most defenseless vessels at one end of the line of the blockading squadron.

I also enclose a copy of the log book of the *Housatonic*, embracing the remarks for the day of the raid from 4 o'clock a. m. until 6 p. m., when the ironclads returned from under cover of Forts Moultrie and Beauregard on Sullivan's Island to the inner harbor of Charleston.

I have not thought it necessary to call for the remarks in the logs of the *Unadilla*, *Quaker City*, or *Flag*, as those of the *Housatonic*, the senior officer's vessel at the time of the attack, appear ample for the occasion. I desire to add, however, that the *Quaker City* that day picked up the anchor which she had slipped, upon repairing to the scene of firing, close in to one of the channels, and that the *Unadilla* was not even aware of the attack made on the southern end of the line until the rams were seen returning over the bar about 8 a. m. It does not appear that any vessel attempted to run the blockade during the morning of the firing.

From published accounts by avowed eyewitnesses (in the same paper in which the proclamation is made) it is explicitly stated that the *Housatonic* fired at the vessels as they retired over the bar about 8 o'clock toward Beach Channel, and Commodore Ingraham in his hasty report (also published) states that his vessel returned at 8 o'clock a. m. to Beach Channel, and at 6 o'clock p. m. (which was the top of high water) passed Forts Moultrie and Sumter inward. Thus you will perceive that these vessels remained under the protection of Fort Beauregard the intervening time.

I have thought it would be interesting to you to receive this communication at this time, as doubtless the proclamation is intended to have certain effects, which you will readily appreciate.

The preceding facts will be sufficient to offer a ready answer to the proclamation until proper representations can be made to you officially by Captain Taylor, the senior officer present.

The lighter vessels necessarily withdrew for the moment from the line of fire of the ironclads, just as the entire blockade remains beyond

the reach of Fort Sumter and the batteries on Sullivan's Island. It would hardly require a very learned authority on blockade or international law to show that it is not necessary for vessels conducting or keeping up one to be required to place themselves directly under the guns of land batteries or even floating batteries (for such these ironclads are) to maintain the requisites of a strict blockade.

Raids will be often made by the ironclads, and most of the vessels will be compelled to fall back to a convenient distance from them. They will find it more troublesome, perhaps, to ride comfortably at their anchors in deeper water, but the stringency of the blockade will not be necessarily impaired, nor the danger to the blockade runners (the material point) much diminished.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron, Port Royal.

Report of Captain Godon, U. S. Navy, regarding impressions of British naval officers relative to the condition of the blockade.

POWHATAN,

Off Charleston, February 8, 1863.

MY DEAR ADMIRAL: I sent you this morning a somewhat hastily written official letter on the subject of the raid of the other night. I believe, however, the ideas contained in it will prove correct.

I was induced to hasten that statement, as I desired to place in your hands the means, so far as I could collect them, to undo any ill effects north which I was led to believe Captain Watson, of the English sloop of war *Petrel*, now lying in Charleston, as also the foreign consuls of that port, had attempted to produce, by sending a courier to Lord Lyons implying that the blockading squadron had, under the raid, temporarily withdrawn itself.

Captain Ross, of the *Cadmus*, was at anchor outside, and on his calling to see me, in a very proper and simply suggestive remark, excited my suspicion of such an attempt having been made, by carelessly alluding to the fact of a courier having been sent to Lord Lyons.

In conversation I expressed how much gratified I was at his being here, and he sometime after handed me a letter to Lord Lyons, which I sent to Port Royal by Captain Boutelle. I have reason to believe that letter will be a truthful statement to that functionary.

Captain Watson visited me with Captain Ross the following day. I saw clearly from Captain Watson's remarks his evident tendencies. I called his attention to the false statements in the papers, and took pleasure in correcting some of them, particularly the one that the vessels had entirely withdrawn, and drew his attention pointedly to the fact mentioned even by themselves that the *Housatonic* fired at the rams as they crossed the bar. Captain Watson, however, seemed not to have seen things in their true light. To close the conversation, therefore, I remarked that "it seemed evident that people were determined to see things through the spectacles that suited themselves."

Captains Taylor, Ross, and Upshur were present at this conversation, and it evidently had its effect. I directed Taylor to send me a

copy of his log book, but I could not get it to-day and sent my letter without it. It shall be sent as soon as I can communicate with him, and it would be as well to obtain the remarks from the other vessels' logs.

Some attempt will doubtless be made to require a renewal of the blockade by notice, and thus obtain the sixty days grace. Of course, the idea is simply ridiculous, but flimsier attempts than that have been made. You will probably hear from Washington.

You are aware, of course, that Turner being here, I was not in command. Ross, however, gave me the hint; I do not know if Turner gave it consideration.

The effective blockade force now is much reduced in the absence of such vessels as the *Ottawa*, *Huron*, and *Unadilla*; their light draft of water made them most useful, and their heavy guns and low hulls made them dangerous to runners if not to rams.

I shall consider this letter semiofficial as you may desire to use it in part.

Truly, yours,

S. W. GODON.

Rear-Admiral DU PONT.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the announcement made by the Confederates of the raising of the blockade of Charleston, S. C.

No. 68.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: Since my dispatch, No. 53, reporting the attack of the rebel ironclads on the blockading fleet off Charleston nothing of importance has occurred there.

The *New Ironsides*, *Powhatan*, and *Canandaigua* form part of the force stationed off Charleston, and that port is now more stringently blockaded than previous to the raid of the ironclads.

I have heard through Captain Turner, who saw the papers in the hands of an English officer, that General Beauregard has issued a proclamation setting forth the dispersion of the fleet and declaring the blockade of that port raised, the best answer to which I have above given.

One of the wounded crew of the *Keystone State* (John Sullivan, landsman) has died since my previous dispatch.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Confidential report of Flag-Officer Du Pont, U. S. Navy, transmitting report of Captain Turner, U. S. Navy, regarding the attitude of the commanding officer of H. B. M. S. Petrel.

No. 70.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: I herewith enclose to the Department a confidential communication from Captain Turner of the *New Ironsides*.

I respectfully submit to the Department that H. B. M. S. *Petrel* should be ordered out of Charleston by the British admiral or Lord Lyons. In the history of no blockade can be found, in my judgment, such liberality to foreign vessels of war in having access to blockaded ports as our Government has evinced. The Department will see how prejudicial her presence in many ways may be, and if in the line of fire serious complications may occur.

I do not hesitate to add that the officer commanding the *Petrel*, from his well-known rebel sympathies, is especially obnoxious, and that he presents a broad contrast with all the officers of the British navy it has been my fortune to meet with on this coast who have frequently visited the blockading fleet, and who always have been governed in their intercourse by every professional propriety as officers and gentlemen.

I commend to the Department the confidential nature of Captain Turner's communication, and how necessary it will be to use the information he conveys, received from others, with great caution.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

[Hon. GIDEON WELLES,

Secretary of the Navy.]

P. S.—Since writing the above I have seen the Savannah Republican of February 2, 1863, containing General Beauregard's proclamation, declaring the blockade of Charleston raised. The paper further states that General Beauregard placed a steamer at the disposal of the foreign consuls to see for themselves that no blockade existed, and that the British consul, with the commander of the British war steamer *Petrel*, had previously gone 5 miles beyond the usual anchorage of the blockaders and could see nothing of them with their glasses.

It is needless to say that the statements contained therein are utterly false, and the Department can appreciate the conduct of the commander of the *Petrel*.

A full refutation in official form will be sent by next mail.

S. F. D. P.

Confidential report of Captain Turner, U. S. Navy.

U. S. STEAM FRIGATE NEW IRONSIDES,
Port Royal Harbor, February 8, 1863.

ADMIRAL: I think it proper to bring to your notice the conduct of Captain Watson, commanding H. B. M. S. *Petrel*, lying at this moment in the harbor of Charleston, where she has been for some time.

I have marked this letter confidential because I think it would be ungenerous and indiscreet to commit Captain Ross, commanding H. B. M. S. *Cadmus*, whom I left off Charleston Bar, and from whom I derived chiefly the impressions which have prompted me to address you this letter, although I have been led to the same conclusions from a personal conversation with Captain Watson at Fortress Monroe and from general rumor there.

I had, the day before I left Charleston, a long, and I may call it a confidential, conversation with Captain Ross, whose feelings are evi-

dently in sympathy with the national cause and who expressed to me his great regret that Captain Watson should remain inside at Charleston, and his opinion that upon his arrival at Bermuda, where he was going to take the English consul, Mr. Bunch, his representations to the admiral there would cause an officer to be sent to relieve Captain Watson. He also told me that Captain Watson had informed him by letter that he had sent an officer immediately to Washington after the Stono Inlet affair and the attack of the rams upon our squadron, doubtless to give the rebel version of those engagements, and, moreover, that a proclamation had been issued by the rebel authorities which virtually raised the blockade, to which Captain Ross, by letter, replied: "That would be a subject of consideration and decision for higher authority than existed there." I repeat, as far as I can recollect them, his exact words.

He also told me that Captain Watson informed him of his intention to remain inside during the expected attack upon Charleston; that he had been requested by the French consul, now absent, to assume the protection of French citizens there, etc.

This intended purpose of Captain Watson to remain inside, whose feelings toward us are known so well to be hostile, may be to embarrass us. At all events, his presence there has doubtless the effect to give confidence to the rebels, and being in open communication with Richmond and the whole South, he has in his power the opportunity to do much mischief, besides forwarding to his Government prejudicial views and statements of affairs in the South upon the authority of rebel information and under the influence of his affinities toward the rebellion.

Much more passed between Captain Ross and myself on this subject than I have written, all tending to the same end and persuasion that his presence at this time in Charleston was detrimental to our cause and to be deprecated, and that both for our own interests and the professed desire of Great Britain to preserve a strict neutrality in the pending war he should be removed.

I have hesitated to address you this letter, apprehensive that it might in some way reach the ears of Captain Ross in the action the Government, if you are pleased to forward it, may take upon it, and compromise him, which would be a breach of confidence and a most unfriendly act on my part; but, moved by a sense of duty to my country in the perils which surround it, I have felt myself constrained to furnish you with the information it contains, which, in my judgment, is beyond a question true in every particular.

I may add, as having a decided bearing upon the subject, that Captain Watson apologized to Captain Ross (his senior) for not coming out with his ship to communicate with him, on the ground of danger from obstructions and torpedoes in the channel, which was doubtless intended for my ears, upon which Captain Ross commented to me, as well as I can recollect, "that it was strange, if there were these difficulties in the way, that several large vessels were now lying inside ready to run the blockade."

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Captain Turner, U. S. Navy, forwarding additional statements from himself and commanding officers.

U. S. STEAM FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 10, 1863.

ADMIRAL: Immediately upon my arrival here, at 8 o'clock this morning, I assembled all of the captains of the blockading force who were present during the attack of the rams upon this squadron to confer together and to draw up a certificate on board of my ship upon which they could concur as to the facts of that engagement.

I herewith enclose it with my own letter of comment upon that affair. I thought it proper to send it down immediately by the *Stettin*, because that vessel is without coal and because she is represented by her commander as requiring some necessary repairs which will take a very short time to do.

I beg that you will send her back to me as soon as you possibly can, as I desire to give her the position of the *Flambeau* at Bull's Bay when she returns here. I intend to send the *Lodona* to take her place as soon as she arrives here until that time.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting certificate of commanding officers refuting the announcement made by Confederates regarding the raising of the blockade.

No. 73.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 11, 1863.

SIR: In my previous dispatch (No. 70), written just as the mail was closing, I informed the Department that I would send a refutation in an official form of the statements made in General Beauregard's proclamation as to the blockade of Charleston, published in the Charleston and Savannah papers, and accompanied by assertions made with the apparent sanction of certain foreign functionaries.

The emphatic letter of Captain Turner (No. 1), the clear and decided statement of the officers (No. 2), which he forwards, together with the previous enquiries and examination of log books made by Captain Godon, of the *Powhatan*, who was the senior officer present previous to the arrival of the *New Ironsides*, and whom I had dispatched to Charleston the day of the raid, leave me nothing to add save to call the especial attention of the Department to the facts thus elicited.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Turner, U. S. Navy, transmitting certificate of commanding officers of U. S. vessels.

U. S. STEAM FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 10, 1863.

ADMIRAL: I have the honor to forward to you a certificate signed by all the commanding officers of vessels that were lying off Charleston Bar the morning of the attack of the rams upon this squadron, excepting only three, one of whom is on duty at a distance and the other two the commanders of the two vessels which were sent to Port Royal to repair damages, and which were the only two that were injured, notwithstanding the report of the enemy in the Charleston papers as "the result of the engagement that two vessels were sunk, four set on fire, and the remainder driven away."

Your personal knowledge of these gentlemen and your entire confidence in their truth and uprightness of character will give to their statement the force that is necessary to refute, satisfactorily and effectually, that which has been given to the world by the authorities in Charleston and their sympathizers as the facts of this engagement.

It is with unaffected pain that I am called upon to forward a document reflecting so severely, but justly, upon functionaries holding the high position of consuls, and one of them, if this statement has been made by his authority, the commander of a vessel of war of her Britannic Majesty, nor can I account for it in any other way than its being a premeditated act on their part, with foregone conclusions, to draw up a report that would prejudice our cause in the eyes of the world, or that these events were seen by them with the distorted optics of prejudiced and partisan witnesses.

The facts are so clear, both as to the disposition of the blockading squadron during the day succeeding the engagement and as to the amount of damage done to our vessels in it, that it does not admit of a shadow of a doubt that these gentlemen have given the seals of their high offices to a version of the affair which could not have been by any possibility, either by inference or personal observation, forced upon their convictions as the truth.

I have the honor to be, very respectfully, your obedient servant,
T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Certificate of commanding officers of United States vessels regarding the condition of the blockade, January 31.

U. S. S. NEW IRONSIDES,
Off Charleston, February 10, 1863.

We, the undersigned, officers commanding various vessels of the blockading squadron off Charleston, have seen the proclamation* of General Beauregard and Commodore Ingraham, herewith appended, as also the results of the so-called engagement, viz, "two vessels sunk,

* See p. 617.

four set on fire, and the remainder driven away," and also the statement that the British consul and the commander of the British war steamer *Petrel* had previously gone 5 miles beyond the usual anchorage of the blockaders, and could see nothing of them with their glasses.

We deem it our duty to state that the so-called results are false in every particular. No vessels were sunk; none were set on fire seriously. Two vessels alone were injured of consequence. The *Mercedita* had her boiler exploded by a shell from the only gun fired at her when surprised by an attack by night. A thick haze was prevailing, and the *Keystone State* also had her steam chest injured at the moment of attempting to run down one of the rams. The *Keystone State* was at once assisted by the *Memphis*, which vessel exchanged shots with the iron ram as she was withdrawing toward the bar, after having fired at the *Keystone State*, as did also the *Quaker City*. So hasty was the retreat of the rams that, although they might have perceived that the *Keystone State* had received serious damage, no attempt was even made to approach her. The *Stettin* and *Ottawa*, at the extreme end of the line, did not get underway from their positions till after the firing had ceased, and the *Stettin* merely saw the black smoke as the rams disappeared over the bar. The *Flag* was alongside the *Mercedita* after, it seems, she had yielded to the ram, supposing herself sinking. The rams withdrew hastily toward the harbor, and on their way were fired at by the *Housatonic* and *Augusta* until both had got beyond reach of their guns. They anchored under the protection of their forts and remained there.

No vessel, ironclad or other, passed out over the bar after the return of the rams inshore. The *Unadilla* was not aware of the attack until the *Housatonic* commenced firing, when she moved out toward that vessel from her anchorage. The *Housatonic* was never beyond the usual line of the blockade. The *Quaker City* in the course of the forenoon picked up her anchor, which she had slipped, to repair to the point of firing. The *Flag* communicated with the senior officer on board the *Housatonic* that forenoon soon after the firing ended, and the blockade continued as before. No vessel ran in or out of the port that day, nor was any attempt made to run the blockade. The *Keystone State*, necessarily, was ordered to Port Royal for repairs. The *Unadilla* returned to her usual anchorage after communicating with the senior officer, where she remained during the day. Throughout the day two small tugboats remained apparently in attendance on the rams, under cover of Forts Moultrie and Beauregard. The prize steamer *Princess Royal*, which had been lying alongside of the *Housatonic*, was dispatched to Port Royal, by order of the senior officer, one hour and a half after the rams had retired to the cover of the batteries and the firing had ceased, or about 9:30 a. m.

These are the facts, and we do not hesitate to state that no vessel did come out beyond the bar after the return of the rams, at between 7 and 8 a. m., to the cover of the forts. We believe the statement that any vessel came anywhere near the usual anchorage of any of the blockaders, or up to the bar, after the withdrawal of the rams, to be deliberately and knowingly false.

If the statement from the papers, as now before us, has the sanction of the captain of the *Petrel* and the foreign consuls, we can only deplore that foreign officers can lend their official positions to the

spreading before the world, for unworthy objects, untruths patent to every officer of this squadron.

WM. ROGERS TAYLOR,
Captain, Commanding U. S. S. Housatonic.
 J. H. STRONG,
Commander, Commanding U. S. S. Flag.
 JAS. MADISON FRAILEY,
Commander, Commanding U. S. S. Quaker City.
 E. G. PARROTT,
Commander, Commanding U. S. S. Augusta.
 PEND. G. WATMOUTH,
Commanding U. S. S. Memphis.
 C. J. VAN ALSTINE,
Commanding U. S. S. Stettin.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Stellwagen, U. S. Navy, commanding U. S. S. *Mercedita*, regarding the disposition of that vessel and her paroled officers and crew.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 12, 1863.

SIR: You will proceed with the *Mercedita* to Philadelphia and report your arrival to Commodore Stribling, and through him to the honorable Secretary of the Navy.

You will tow north the English steamer *Ossian*, broken down on her return to Europe.

Yourself, officers, and crew having been paroled, you will observe strictly the terms of the same, and await on your arrival the disposition of the Navy Department.

On your arrival in the Delaware you will confine the men who left the *Mercedita* in a boat on the morning of your engagement with the enemy's ironclads, and whose names, I learn, are on the log, reporting the fact to Commodore Stribling.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain H. S. STELLWAGEN,
Steamer Mercedita.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding misstatements published in Philadelphia papers from officers of prize steamer *Princess Royal*.

No. 90.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 19, 1863.

SIR: I have been much surprised in reading certain gross misstatements in connection with the affair off Charleston in the Philadelphia papers, which appear to have come from some of the officers of the prize steamer *Princess Royal*.

I allude particularly to one which conveys the idea that the sinking condition of the *Mercedita* was assumed as a ruse or Yankee trick. Such conduct would not only have been derogatory to the character of

Captain Stellwagen, but a stain on the honor of the naval service. How utterly false the assertion is, my official reports and the proceedings of the court of enquiry fully prove. The officers of the *Princess Royal* who have given currency to such statements, I respectfully submit, merit the severest reprobation of the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Acting Master Van Sice, U. S. Navy, commanding prize steamer *Princess Royal*.

No. 95.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 24, 1863.

SIR: In my dispatch No. 90 I called the attention of the Department to certain gross misstatements in the papers referring to the attack of the ironclads off Charleston, made, apparently, on the authority of some of the officers of the *Princess Royal*.

By the last mail I received the enclosed letter (No. 1) from Acting Master Van Sice, which I send to the Department in justice to him, and at the same time I desire to call the attention of the honorable Secretary of the Navy to Third Assistant Engineer R. H. Thurston, who appears to be the person responsible for the misstatements. If this be so, I submit that he should at once be dismissed from the service.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Master Van Sice, U. S. Navy, commanding prize steamer *Princess Royal*.

STEAMER PRINCESS ROYAL,

Philadelphia, February 9, 1863.

SIR: I have the honor to report the safe arrival of the above steamer, under my command, at this city last evening. I anchored inside of the cape night before last, not being able to get a pilot. Having had a very rough passage, I had a good opportunity of testing the qualities of the ship, and pronounce her a very fine steamer, fast, powerful, and the ablest propeller I know of, which information I communicated to the Department last evening, having sent Dr. Bacon on to Washington, bearer of your dispatches, agreeably to your order.

I was much surprised this morning at finding a long article in the *Philadelphia Enquirer*, giving the news, saying they obtained their information from me, which is false, I having (agreeably to your instructions) given them no information, only such as to allay the great anxiety which I found here on my arrival, they having news

through rebel sources that two vessels had been sunk, two or three burned, and the blockade raised. I merely told them that the *Mercedita* and *Keystone State* were attacked, and that the *Keystone State* fought the rams off after being crippled, and that the blockade was not raised, but intact as much as ever. I have called on the editors and requested them [to] retract and correct the article, which they will do in to-morrow morning's edition. I regret exceedingly that anything of the kind should have been published. It appears that the reporter got his information from one of my officers, and, from what I can learn, from Third Assistant Engineer R. H. Thurston.

I have received orders not to deliver the vessel over until further orders from the Department.

Very respectfully, your obedient servant,

EDW. VAN SICE,
Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting statement of army officers regarding the alleged raising of the blockade.

No. 100.]

FLAGSHIP WABASH,
Port Royal, S. C., February 26, 1863.

SIR: I have the honor to forward the enclosed communication (marked No. 1) from Colonel Lechler, of the One hundred and seventy-sixth Regiment Pennsylvania Militia, Surgeon Fundenburg, of the same regiment, and Captain Newberry, of the steamship *Cossack*, in reference to the pretended raising of the blockade on the 31st ultimo.

These gentlemen, on seeing the statements of this affair made in the Southern papers, deemed it their duty to give their testimony, which, as the Department will perceive, corroborates entirely that of the officers of the blockading squadron.

Very respectfully, your obedient servant,

S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

HEADQUARTERS 176TH REGIMENT PA. MILITIA,
St. Helena Island, S. C., February 21, 1863.

SIR: Having seen a proclamation issued by General Beauregard and Commodore Ingraham to the effect that upon the morning of the 31st ultimo they had, by force of arms, succeeded in dispersing the blockading fleet which was lying off Charleston Harbor, and also a statement purporting to have come from the English consul for that port, and the commanding officer of the English man-of-war *Petrel*, that they had gone out to a point 5 miles beyond the usual anchorage of the blockading fleet, and that not a single vessel could be seen, even with the aid of powerful glasses, and that consequently the blockade had

been most effectually raised, and knowing as we do the above statements to be utterly false in every particular we feel constrained to tender our evidence as corroboratory of that already furnished.

On the evening of January 29 the One hundred and seventy-sixth Regiment Pennsylvania Militia (with which we are connected) left Morehead City, N. C., on board steamer *Cossack*, destined for Port Royal. Upon the morning of the 31st, when nigh Charleston, could hear firing distinctly. Upon our arrival off the harbor, which was at about half past 8 in the morning, found lying there the blockading squadron, some of which were at anchor; and also the prize steamer *Princess Royal*. The distance from land at which they were was estimated to be from 4 to 5 miles, and although the morning was somewhat hazy yet the land could be plainly seen on each side of the harbor; vessels could be seen in the inlets, and, by the aid of the glass, a fort, said to have been Sumter, was visible. We were right in the midst of the fleet, so near as to be able to carry on a conversation with the *Housatonic*; were boarded by officers from it and the *Quaker City*. We remained there until about 9 o'clock; shortly after we departed the *Princess Royal* followed.

Being thus near the site of the engagement, and so soon after it came off, we do not hesitate in the least to pronounce the statement that the blockade was raised not only absurd, but utterly and willfully false in every particular. And the statement of the English consul and the commander of the *Petrel*, that the squadron could not be seen, even with the aid of powerful glasses, is one equally false, and one that impels us to conclude that it would require a powerful glass truly to be able to discover one particle of truth or honesty in the composition of these gentlemen. The entire regiment can substantiate the above facts, and burns with indignation that gentlemen occupying high stations, as they do, should resort to such base fabrications to prop up a failing cause.

We have the honor, sir, to be your most obedient servants,

A. A. LECHLER,

Colonel, Commanding 176th Regiment Pennsylvania Militia.

W. F. FUNDENBURG,

Surgeon, 176th Regiment Pennsylvania Militia.

TAYLOR C. NEWBERRY,

Captain Steamship *Cossack*.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Letter from Mr. Frederick Milnes Edge to Rear-Admiral Du Pont, U. S. Navy, making a statement regarding the condition of the blockade as observed by him on February 1.

PORT ROYAL, S. C., February 23, 1863.

SIR: The publication of the manifesto signed by General Beauregard and Commodore Ingraham, declaring the blockade of Charleston raised and the entire disappearance of the United States blockading squadron from that vicinity, induces me to make the following statement:

I left Morehead City, N. C., on the 31st ultimo, on board Major-General Foster's flagship, the *S. R. Spaulding*. Next day, shortly

after noon, we were off Charleston. On referring to my diary, written on the evening of the 1st instant, I find the following entry:

Sunday, February 1.—Nothing of importance occurred to-day. Passed Charleston between 1 and 2 p. m., distance from land about 15 miles. Large blockading fleet outside bar; sloop-of-war chases us, but gives up in disgust; her intention probably to discover who we were. About 3 p. m. passed the *Ironsides* standing in for Charleston in fighting trim. Saw Hunting Island light-ship at mouth of Port Royal Harbor at dusk, but did not reach it until 9 p. m. Stayed all night outside bar, close to light-ship. Sea and wind all day calm.

I may have overestimated the distance at which we passed Charleston, for, in common with others, I saw houses on the shore of an island to the north of the harbor, and that, too, with great distinctness. I stated at the time that these buildings were on the outskirts of the town of Moultrieville, but I subsequently felt I was mistaken, as we were too long reaching the latter place. Several of the officers of the Signal Corps asserted they could see Charleston itself, and the captain of the *Spaulding* made the same declaration. I, however, failed to do so, owing partly to shortsightedness and still more to the "cat's paws" on the water.

The squadron blockading the harbor was almost sufficiently distinct for me to have told the name of each vessel, had I previously been acquainted with them; and so numerous were they that I feared an attack was about to be made immediately on the city and its defenses; the passing of the *Ironsides* later in the afternoon dispelled somewhat my apprehensions. I did not count the vessels in the squadron, but there was a cluster of them off, what I supposed to be, the bar, which certainly appeared to contain from ten to twelve ships at anchor. If these blockaders had been driven off, out of sight, the day previous, they certainly must have displayed a commendable alacrity in resuming their old station by noon of Sunday—in other words, within twenty-four hours of the attack made by the Confederate rams.

Apologizing for the length of this communication, which would not [have] been made but for the fact that an Englishman's testimony on this question is scarcely likely to be regarded as *ex parte*, in his own country at least.

I have the honor to remain, sir, yours, most respectfully,

FREDERICK MILNES EDGE,

London, England.

Rear-Admiral S. F. DU PONT, U. S. Navy.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. S. *Mercedita*, requesting a court of enquiry.

U. S. S. *MERCEDITA*,

Port Royal, February 2, 1863.

SIR: I respectfully request that a court of enquiry may be ordered to examine into the particulars of the attack upon this vessel by the steam ironclad ram [*Palmetto State*] and my surrender off Charleston, S. C., on the morning of the 31st ultimo, before daylight.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,

Captain.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. *Keystone State*, requesting a court of enquiry.

U. S. S. *KEYSTONE STATE*,
Port Royal, S. C., February 5, 1863.

SIR: If the public interests will permit, may I request a court of enquiry upon the affairs of the 31st ultimo?

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, declaring a court of enquiry unnecessary.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., February 6, 1863.

SIR: I have received your communication of yesterday requesting a court of enquiry upon the affair of the 31st ultimo, off Charleston, if the public interest will permit.

While appreciating the motive which induces you to seek such an investigation, I deem it unnecessary, for the facts submitted by me to the Department of your unequal contest with the iron vessels are creditable to you and your officers and crew.

It is but just to add there is every reason to believe that had not your ship been unfortunately disabled at a most critical time, you would have succeeded in destroying one of the ironclads, even at the risk of losing your own vessel.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander W. E. LE ROY,
U. S. S. Keystone State, Port Royal.

Instructions of Rear-Admiral Du Pont, U. S. Navy, to Captain Green, senior officer of the court of enquiry.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., February 2, 1863.

By virtue of the authority contained in the act of Congress approved the 17th of July, 1862, for the better government of the Navy of the United States, a court of enquiry is hereby ordered to convene on board the *Mercedita*, Port Royal Harbor, on Tuesday, the 3d day of February, 1863, at 10 o'clock in the morning to enquire—

First. Into all the circumstances connected with the surrender of the U. S. S. *Mercedita* on the morning of the 31st ultimo, off Charleston, when attacked by an ironclad vessel or ram of the so-called Confederate States.

Second. Into the circumstances connected with the parole given by Lieutenant-Commander Trevett Abbot, and its character; whether it included the officers and crew of the *Mercedita*; and if so, whether it also included the vessel and its equipment.

The court will report the facts and give its opinion.

The court is to be composed of the following officers:

Captain Joseph F. Green, Commander William Reynolds, Commander Thomas G. Corbin, members, and J. D. Hague, judge-advocate.

S. F. DU PONT,
Rear-Admiral.

Captain J. F. GREEN,
Senior Officer of Court of Enquiry.

Report of Rear-Admiral Du Pont, U. S. Navy, forwarding proceedings of the court of enquiry in the case of the U. S. S. *Mercedita*.

No. 89.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 18, 1863.

SIR: I have the honor to forward herewith the proceedings of a court of enquiry in the case of the *Mercedita*, with my approval.

After reporting the facts, the court is of opinion—

First. That further military proceedings are necessary in this case.

Second. That the parole given did include the officers and crew, but did not include the vessel and its equipment.

It will be, however, for the Department to judge, after reviewing the testimony in the case, whether under all the circumstances further proceedings are necessary.

It strikes me as but fair to state that if the neglects pointed out, by the court had not existed, the result would still have been the same. The contest was too unequal, and I respectfully submit that the Department may find it sufficient to express its disapprobation of the want of vigilance and caution, without ordering a further trial.

The thirteen men who deserted in a boat I directed Captain Stellwagen to place under confinement, and to report the fact to Commodore Stribling, on his arrival at Philadelphia.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Shubrick, U. S. Navy, to serve as chairman of board on the status of the officers and others attached to the U. S. S. *Mercedita*, regarding their parole.

NAVY DEPARTMENT, *March 3, 1863.*

SIR: The Department has deemed it expedient to convene a board, consisting of yourself as president, and Rear-Admiral Charles H. Davis, of the Navy, and Brigadier-General Joseph G. Totten, of the U. S. Army, as members, for the purpose of considering the present status or condition, under the laws of war, of the officers and others attached to the U. S. S. *Mercedita* at the time of the surrender of that vessel off Charleston, S. C., on the 31st of January last, and of reporting whether or not, in your opinion, the paroles stated to have been given on that occasion are valid and subsisting.

The board will assemble at the Navy Department on Saturday next, the 7th instant.

I transmit herewith the record of the proceedings of a court of

enquiry, convened by order of Rear-Admiral Du Pont, for the purpose of enquiring into the circumstances connected with the surrender of the *Mercedita*; and also a paper from the headquarters of the Army showing the existing provisions of the laws of war respecting paroles.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral WM. B. SHUBRICK,
U. S. Navy, Washington, D. C.

Special order from the Secretary of War detailing Brigadier-General Totten, U. S. Army, for duty on the board.

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE,
Washington, March 4, 1863.

Brigadier-General James Totten, U. S. Volunteers, is hereby detailed as an associate with Rear-Admiral Shubrick and Commodore Davis, of the Navy, for the consideration of the case of the paroling of the officers and men of the U. S. S. *Mercedita* off Charleston, S. C., during the late attack from the rebels.

* * * * *

L. THOMAS,
Adjutant-General.

Hon. G. WELLES,
Secretary Navy.

Report of the board appointed to consider the status of the officers and others of the U. S. S. *Mercedita*, regarding their parole.

NAVY DEPARTMENT, *March 12, 1863.*

SIR: The board convened by your order of March 3, 1863, for the purpose of considering the present status or condition, under the laws of war, of the officers and others attached to the U. S. S. *Mercedita* at the time of the surrender of that vessel off Charleston, S. C., on the 31st of January last, and of reporting whether or not, in its opinion, the paroles stated to have been given on that occasion are valid and subsisting, have the honor to report that it has given the subject its most careful study and reflection, and is of the opinion that inasmuch as Lieutenant-Commander Abbot assumed the responsibility of giving the parole for the officers and others on board of the *Mercedita*, and inasmuch as his act was immediately sanctioned by his commanding officer, Commander Stellwagen, the validity of the parole should be admitted, and the corresponding status or condition of the officers and men should be recognized.

Very respectfully, your obedient servants,

W. B. SHUBRICK,
Rear-Admiral and President.

C. H. DAVIS,
Rear-Admiral.

JAS. G. TOTTEN,
Brevet Brigadier-General, U. S. Army.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Stellwagen, U. S. Navy, requesting information regarding the finding of the court in the case of the parole of the officers and others of the U. S. S. *Mercedita*.

PHILADELPHIA, *March 14, 1863.*

SIR: At the time of my leaving Port Royal the finding of the court of enquiry had not yet been completed and I am awaiting to hear it with natural solicitude. Though I feel that everything was done properly that circumstances permitted, I should like to find it met the approbation of yourself and the Government.

I presume the evidence establishes the facts that the *Mercedita* was in good order and always vigilant; that the fog prevented the possibility of seeing more than 100 yards and made it improper to get underway, even if time had permitted, unless in case of great emergency, particularly as we had slipped our best anchor and chain; that it was our third alarm, and the *Curlew* had warned us to expect more transports to come in on us, there being 150 of them, great and small; that I was lying in close to the bar, having been engaged in making examinations and ready to support the *Ottawa*, which vessel had been ordered to go inside, the coming of the rams being entirely unexpected by the senior officer and all others, consequently we were the first vessel encountered, her first shot destroying our steam power and her prow making a clear hole 5 feet by 2½ feet in our side and shattering it many feet farther, 18 inches of the hole being below the water line; all of which was seen by the enemy, who behaved with forbearance on account of it. We were in a totally helpless condition; no gun could be brought to bear at any time on the enemy, though I gave the order to fire at least four times, distinctly heard on the ram, and Acting Masters Dwyer and Wilder and myself felt certain that it had been obeyed, as the smoke, sparks, etc., from the enemy flew over our quarter-deck. Thus in a sinking condition, opposed to ironclads, I could do nothing for the cause of the country but delay the surrender and make signal lights to spread the alarm. That by prompt, energetic, and continued exertions of officers and men we saved the ship, it taking all day to clear her of water, the steam pumps being required even whilst lying in Port Royal awaiting repairs.

I hope my exchange will soon be effected and that I may obtain an ironclad, or some vessel capable of doing good service against the ports or new steamers of the rebellion, as our purchased ships have their engines and steam so much exposed that in a contest they stand relatively almost as glass against iron. Enclosed please find copy of a note from Mr. Wilder.

Very respectfully, etc.,

H. S. STELLWAGEN,
Captain.

Hon. G. WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. *MERCEDITA*,
Port Royal, February 9, 1863.

SIR: In giving my evidence to-day before the court of enquiry on board the U. S. ship *Vermont*, I omitted to state one fact which might possibly have a bearing on the case. When the ram ran into us and fired her gun, for some time I thought it was No. 3 gun of my division

that was fired, and I did not find out my mistake until after the steam had cleared away and I went to the gun.

I am, very respectfully, your obedient servant,
 CHARLES B. WILDER,
Acting Master.

Captain H. S. STELLWAGEN,
U. S. S. Mercedita.

[Telegram.]

CHARLESTON, S. C., *January 31, 1863.*

* * * * *
 Last night Confederate gunboats *Chicora* and *Palmetto State*, under Commodore Ingraham, sank (outside) the steamer *Mercedita*. Captain Tucker set fire to one vessel, which struck her flag, and thinks he sunk another. Our loss and damage, none. Enemy's whole fleet has dispersed north and south. I am going to proclaim blockade of Charleston raised.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General.

[Telegram.]

CHARLESTON, S. C., *January 31, 1863.*

Some of the enemy's vessels have returned, but for several hours (three or four) none were in sight. Was blockade raised or not? What says Attorney-General? Shall I publish my proclamation, written meanwhile?

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General.

Letter from General Beauregard, C. S. Army, to Flag-Officer Ingraham, C. S. Navy, offering congratulations.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., January 31, 1863.

MY DEAR COMMODORE: Permit me to congratulate you and the gallant officers and men under your command for your brilliant achievement of last night, which will be classed hereafter with those of the *Merrimack* and *Arkansas*.

May your efforts be always crowned with the same success is the sincere wish of your friend,

G. T. BEAUREGARD.

Captain D. N. INGRAHAM,
Commanding Naval Station, Charleston, S. C.

Proclamation of the commanding officers of the Confederate naval and land forces at Charleston declaring the blockade raised.

HEADQUARTERS NAVAL AND LAND FORCES,
Charleston, January 31, 1863.

At about the hour of 5 o'clock this morning the Confederate States naval forces on this station attacked the United States blockading fleet off the harbor of the city of Charleston and sunk, dispersed, or drove off and out of sight for the time the entire hostile fleet. Therefore we, the undersigned, commanding, respectively, the Confederate States naval and land forces in this quarter, do hereby formally declare the blockade by the United States of the said city of Charleston, S. C., to be raised by a superior force of the Confederate States from and after this 31st day of January, 1863.

G. T. BEAUREGARD,
General, Commanding.

D. N. INGRAHAM,
Commanding Naval Forces, South Carolina.

Official:

THOMAS JORDAN,
Chief of Staff.

[Extract from Savannah Republican, February 2, 1863.]

The results of the engagement are two vessels sunk, four set on fire, and the remainder driven away.

Yesterday afternoon General Beauregard placed a steamer at the disposal of the foreign consuls to see for themselves that no blockade existed. The French and Spanish consuls accepted the invitation. The British consul, with the commander of the British war steamer *Petrel*, had previously gone 5 miles beyond the usual anchorage of the blockaders and could see nothing of them with their glasses.

Late in the evening four blockaders reappeared, keeping far out.

This evening a large number of blockaders are in sight, but keeping steam up ready to run.

The foreign consuls here have had a meeting last night. They are unanimously of opinion that the blockade of this port is legally raised.

Report of Flag-Officer Ingraham, C. S. Navy.

OFFICE NAVAL STATION,
Charleston, S. C., February 2, 1863.

SIR: I have the honor to inform you that upon the night of the 30th ultimo I left the wharf at this place in company with the steam ram *Chicora*, Commander John R. Tucker, at 11:15 p. m., and steamed slowly down to the bar, as from our draft we could not cross until high water. At 4:30 a. m. we crossed the bar with about a foot and a half to spare, and soon after made a steamer at anchor; stood directly for her, and directed Lieutenant Commanding [John] Rutledge to strike her with our prow. When quite near we were hailed, "What steamer is that? Drop your anchor or you will be into us." He was informed that it was the Confederate steamer *Palmetto State*. At this moment we struck her and fired the 7-inch gun into her as he

gave an order to fire. I then enquired if he surrendered, and was answered in the affirmative. I then directed him to send a boat on board, which was done. After some delay Lieutenant-Commander Abbot came on board and informed me that the vessel was the U. S. S. *Mercedita*, Commander Stellwagen, and that she was in a sinking condition and had a crew of 158, all told, and wished to be relieved; that all his boats were lowered without the plugs being in and were full of water.

At this time the *Chicora* was engaged with the enemy and the alarm was given. I knew our only opportunity was to take the enemy unawares, as the moment he was underway, from his superior speed, we could not close with him. I then directed Lieutenant Rutledge, commanding, to require from Lieutenant-Commander Abbot his word of honor for his commander, officers, and crew that they would not serve against the Confederate States until regularly exchanged, when he was directed to return with his boat to his vessel to render what assistance he could. I then stood to the northward and eastward, and soon after made another steamer getting underway. We stood for her and fired several shots at her, but as we had to fight the vessel in a circle to bring the different guns to bear, she was soon out of our range. In this way we engaged several vessels, they keeping at long range and steering to the southward. Just as the day broke we made a large steamer (supposed to be the *Powhatan*) on starboard bow, with another steamer in company, which had just got underway. They stood to the southward under full steam and opened their batteries upon the *Chicora*, which was some distance astern of us. I then turned and stood to the southward to support the *Chicora*, if necessary, but the enemy kept on his course to the southward. I then made signal to Commander Tucker to come to anchor, and led the way to the entrance of Beach Channel, where we anchored at 8:45 a. m. and had to remain seven hours for the tide, as the vessels can not cross the bar except at high water. The sea was perfectly smooth, as much so as in the harbor. Everything was most favorable for us and gave us no opportunity to test the sea qualities of the boats. The engines worked well, and we obtained a greater speed than they had ever before attained.

I can not speak in too high terms of the conduct of Commander Tucker and Lieutenant Commanding Rutledge. The former handled his vessel in a beautiful manner, and did the enemy much damage. I refer you to his official report. Lieutenant Commanding Rutledge also fought the *Palmetto State* in a manner highly gratifying to me.

Every officer and man did his duty nobly, and deserves well of his country.

We had but little opportunity of trying our vessels, as the enemy did not close, and not a single shot struck either vessel.

I am highly indebted to Commander [H. J.] Hartstene, who gallantly volunteered to take charge of three steamers with 50 soldiers on board, who accompanied us in case we should need their services, but they could not get over the bar, but joined us after daylight at the North Channel and rendered us their assistance in getting through the channel, which is very narrow.

Of the conduct of Mr. Gladden, the pilot of the *Palmetto State*, I can not speak in too high terms. He was perfectly cool under the great responsibility he had in taking the vessel over at night, with so

great a draft, and during the action rendered me great assistance in pointing out the vessels as we approached them in the uncertain light.

I send the reports of Commander Tucker and Lieutenant Commanding Rutledge.*

I am, sir, very respectfully, your obedient servant,

D. N. INGRAHAM,

Flag-Officer, Commanding.

Hon. S. R. MALLORY,

Secretary of the Navy, Richmond, Va.

List of officers of the C. S. S. Palmetto State.

Duncan N. Ingraham, flag-officer.
John Rutledge, lieutenant, commanding.
William H. Parker, first lieutenant.
Philip Porcher, lieutenant.
George S. Shryock, lieutenant.
Robert J. Bowen, lieutenant.
Arthur M. Lynah, surgeon.
John S. Banks, paymaster.
Marshall P. Jordan, first assistant engineer.
Francis T. Chew, master.
G. O. Gladden, pilot.
A. Johnson, pilot.

Joseph P. Claybrook, passed midshipman.
William Ahern, second assistant engineer.
J. J. Darcy, second assistant engineer.
John C. Johnson, third assistant engineer.
William P. Hamilton, midshipman.
Charles F. Sevier, midshipman.
Clarence Cary, midshipman.
G. W. Carlton, paymaster's clerk.
M. C. Porter, master's mate.
Thomas Wilson, boatswain.
George M. Thompson, gunner.

Report of Commander Tucker, C. S. Navy, commanding C. S. S. Chicora.

C. S. S. CHICORA, *January 31, 1863.*

SIR: In obedience to your order I got underway at 11:30 p. m. yesterday and stood down the harbor in company with the C. S. S. *Palmetto State*, bearing your flag. We crossed the bar at 4:40 a. m. and commenced the action at 5:20 a. m. by firing into a schooner-rigged propeller, which we set on fire and have every reason to believe sunk, as she was nowhere to be seen at daylight. We then engaged a large side-wheel steamer, twice our length from us on the port bow, firing three shots into her with telling effect, when she made a run for it. This vessel was supposed to be the *Quaker City*. We then engaged a schooner-rigged propeller and a large side-wheel steamer, partially crippling both, and setting the latter on fire, causing her to strike her flag; at this time the latter vessel, supposed to be the *Keystone State*, was completely at my mercy, I having taken position astern, distant some 200 yards. I at once gave the order to cease firing upon her, and directed Lieutenant Bier, first lieutenant of the *Chicora*, to man a boat and take charge of the prize; if possible, to save her; if that was not possible, to rescue her crew. While the boat was in the act of being manned I discovered that she was endeavoring to make her escape by working her starboard wheel, the other being disabled, her colors being down. I at once started in pursuit and renewed the engagement. Owing to her superior steaming qualities she soon widened the distance to some 200 yards. She then hoisted her flag and commenced firing her rifled guns, her commander, by this faithless

*Lieutenant Commanding Rutledge's report not found.

act, placing himself beyond the pale of civilized and honorable warfare. The *Keystone State* did not surrender, rescue or no rescue, and her escape ought probably to be regarded as a rescue. We next engaged two schooners, one brig, and one bark-rigged propeller, but not having the requisite speed were unable to bring them to close quarters. We pursued them 6 or 7 miles seaward. During the latter part of the combat I was engaged at long range with a bark-rigged steam sloop of war, but in spite of all our efforts was unable to bring her to close quarters, owing to her superior steaming qualities. At 7:30 a. m., in obedience to your orders, we stood inshore, leaving the partially crippled and fleeing enemy about 7 miles clear of the bar, standing to the southward and eastward. At 8 a. m., in obedience to signal, we anchored in 4 fathoms water off the Beach Channel.

It gives me pleasure to testify to the good conduct and efficiency of the officers and crew of the *Chicora*. I am particularly indebted to the pilots, Messrs. Payne and Aldert, for the skillful pilotage of the vessel.

It gives me pleasure to report that I have no injuries or casualties.

Very respectfully, your obedient servant,

J. R. TUCKER,
Commander, C. S. Navy.

Flag-Officer D. N. INGRAHAM, C. S. Navy,
Commanding Station, Charleston, S. C.

[Enclosure.]

We, the undersigned, certify that a steamer (side wheel), supposed to be the *Keystone State*, not only struck her flag on the morning of January 31, but that we saw a number of her men rush upon the after part of her deck and extend their arms toward us in an imploring manner, she being at that time completely at our mercy, distant from us some 200 yards.

G. H. BIER,
C. S. Navy, First Lieutenant and Executive Officer, Chicora.

W. T. GLASSELL,
Lieutenant.

BENJAMIN F. SHELBY,
Squadron Quartermaster.

Letter from the Secretary of State of the Confederate States to British consuls, regarding result of the attack.

Circular.]

DEPARTMENT OF STATE,
Richmond, January 31, 1863.

SIR: I am instructed by the President of the Confederate States of America to inform you that this Government has received an official dispatch from Flag-Officer Ingraham, commanding the naval forces of the Confederacy on the coast of South Carolina, stating that the blockade of the harbor of Charleston has been broken by the complete dispersion and disappearance of the blockading squadron, in consequence of a successful attack made on it by the ironclad steamers commanded by Flag-Officer Ingraham. During this attack one or more of the blockading vessels were sunk or burned.

As you are doubtless aware that by the law of nations a blockade when thus broken by superior force ceases to exist and can not be subsequently enforced unless established *de novo* with adequate forces and after due notice to neutral powers, it has been deemed proper to give you the information herein contained for the guidance of such vessels of your nation as may choose to carry on commerce with the now open port of Charleston.

Respectfully, your obedient servant,

J. P. BENJAMIN,
Secretary of State.

GEORGE MOORE, Esq.,
Her Britannic Majesty's Consul, Richmond, Va.

[Same to the other consuls.]

Letter from General Beauregard, C. S. Army, to foreign consuls at Charleston, S. C., regarding the result of the attack.

HDQRS. DEPT. OF SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., January 31, 1863.

SIR: I am instructed to call your attention officially to the fact that the Confederate States naval forces on this station this morning, about the hour of 5 o'clock, attacked the United States blockading squadron off the harbor of Charleston, at their habitual place of anchorage, and after a brief engagement sunk, dispersed, or drove off and out of sight for the time the whole hostile fleet. And I am further instructed to call your attention to the fact that this summary destruction and dispersion of the fleet of the United States constituting the blockading force of this harbor, by the superior force of the Confederate States, operates as an entire defeasance of the blockade of the port of Charleston and of its operation. The rule of public law requiring that there should be a notification of a new blockade before foreign nations can be affected with an obligation of observing it as a blockade still existing, it is deemed necessary to give you now this formal notification of the fact.

Should you desire, I shall be pleased to place at your disposition a steamer for the purpose of satisfying yourself of the unobstructed condition of this port.

Respectfully, your obedient servant,

THOMAS JORDAN,
Brigadier-General and Chief of Staff.

Baron DE ST. ANDRE,
Consul of France, Charleston, S. C.

A similar letter sent to Señor Francisco Munez Moncada, her Catholic Majesty's consul, Charleston.

Letter from the Spanish consul at Charleston to General Beauregard, C. S. Army, announcing the forwarding of the news to Washington regarding the raising of the blockade.

SPANISH CONSULATE,
Charleston, February 1, 1863.

MY DEAR SIR: I take pleasure in replying to your communication of the 31st of January last respecting the notification of the raising the blockade at Charleston by the naval force of the Confederate States.

I should inform you that I remitted a copy of the same communication to his excellency the minister plenipotentiary at Washington. I thank you for your kind offer in placing a steamer at my disposal, so that I may go and satisfy myself as to the condition of the port. Having gone out in company with the French consul and arrived at the point where the Confederate naval forces were, we discovered three steamers and a pilot boat returning. I must also mention that the British consul at this port manifested to me verbally that some time subsequent to this naval combat not a single blockading vessel was in sight.

I avail myself of this opportunity to offer you my sincere respects.

MUNEZ DE MONCADA,
Spanish Consul.

Mr. THOMAS JORDAN,
*Brigadier-General and Chief of Staff of the
Department of South Carolina, Georgia, and Florida.*

Letter of Second Assistant Engineer Tomb, C. S. Navy.

C. S. S. CHICORA,
Charleston, S. C., Friday, January 30, 1863.

We had orders to have our department in good condition for active work for some time. To-night we had steam, and it looked like we were going to do something. As we steamed down the harbor we knew it was an engagement outside, and from constant talk felt the sooner it came the better. The intention is to ram the first ship we come to. Chief Engineer Clark gave me orders to that effect and to be ready to back without delay.

January 31.—It must have been about 5 o'clock a. m., after crossing the bar, that the *Palmetto State* struck the first ship, but our ship, for some reason we who were waiting for the signal did not understand at the time, did not ram, but depended upon our guns. Chief Engineer Clark afterwards informed me that himself and Chief Pilot Payne did not think that the *Chicora* had power enough to back out in case we rammed the enemy's ship, and for that reason Captain Tucker decided not to make the attempt. There was no reason why we should not have rammed and every reason why we should have done so. The blow we should have struck, while sufficient to sink the enemy, would not have passed beyond the incline of the heavy cast-iron prow or ram on our bow. We could not hope to catch them once we were sighted, and, unless disabled with our guns, would get away from us. We fired into the *Keystone State*, and they evidently were not prepared for us. From what we could learn below, she was heading away from us when a shot from our bow gun, under the command of Lieutenant W. T. Glassell, struck her steam pipe or drum and another her wheel. At this time she was within close range, and our shots told on her. The *Keystone State* hauled down her flag and did not change her course any. Her engines were working right along. The signal was made to us to stop our engine. Chief Engineer Clark took my station in the engine room, and I was ordered to take my crew of firemen and, along with the officer who was to take charge of the *Keystone State* as a prize, to take charge of the engine department. When

we got ready to take the second cutter to go aboard the *Keystone State*, Lieutenant Glassell requested permission to fire on her again, as she was passing out of range. Captain Tucker said, "No; she has lowered her flag and surrendered." Shortly after this, realizing that she was only getting away and had no intention of surrendering, Captain Tucker gave orders to run the cutter up and for Lieutenant Glassell to open on her again; but she had got well down to the southeast and well out of range.

The upshot of the engagement was a good bit of glory, but not a prize or ship destroyed, and when we passed back over the bar and back to Charleston we all felt disappointed at the night's work. We did not accomplish as much as our sister ship, the *Palmetto State*. They say we raised the blockade, but we all felt we would have rather raised h——l and sunk the ships. There was quite a heavy fog at the time we went out, but cleared up at the time we came into the harbor and anchored.

[JAMES H. TOMB].

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, to assume command of the blockade off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 31, 1863.

SIR: You will proceed as soon as possible with the *New Ironsides* under your command off Charleston.

Enclosed is a copy of a communication from Commander Parrott. It contains all I know in reference to the late attack on the blockading fleet by ironclads out of Charleston.

You will assume charge of the blockade as the senior officer present, and will receive from Captain Godon, of the *Powhatan*, such information as his experience there will enable him to give.

I desire you to take such position with the *New Ironsides* as may best enable you to prevent the rebel ironclads from again attacking the blockading fleet, and if you deem it most advantageous to go inside the bar, you will make such arrangements as to signals with Captain Godon as you may consider necessary.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain T. TURNER,
U. S. S. *New Ironsides*.

Report of Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, regarding the station to be assumed by that vessel off Charleston.

U. S. FRIGATE NEW IRONSIDES,
Port Royal, January 31, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your letter this day directing me to proceed off Charleston.

Governed by your wishes that I should take such a position as would best enable me to prevent the rebel ironclads from again attacking the blockading squadron, I shall do so as far as I possibly can without imperiling the safety of the ship.

To subserve that purpose best I think I must necessarily be outside.

This, of course, will expose me to the heavy gales which prevail at this season.

The Department is aware of the opinions which I entertain as to the qualities of this ship under all circumstances; that she must depend upon her anchors entirely on a lee shore; that she could not be carried off from it by her steam power.

I have yet to test her cables and anchors fully, as they were made and furnished by contractors. I hope they may prove reliable, as the necessities of the service at this time and place make it necessary to put them on trial.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Flag-Officer Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, commanding U. S. S. Powhatan, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 31, 1863.

SIR: You will proceed with the *Powhatan* off Charleston and resume blockading duty.

I enclose a copy of a communication from Commander Farrott, which you have already seen. It contains all I know in reference to the late attack on the blockading fleet by ironclads out of Charleston.

The *Augusta* and *James Adger* return at once to Charleston, the latter having just arrived here from towing the *Passaic* to Wassaw.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
U. S. S. Powhatan, Port Royal.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, regarding ammunition for an attack upon Fort McAllister, Ga.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., January 31, 1863.

SIR: My private note will inform you of the state of our ammunition for the ironclads, which seems to preclude any expenditure for any very doubtful results. Pending operations and watching the *Fingal* demand this, yet if you go up the [Ogeechee] River again, which it might be well to do, I trust to your sound discretion in any further attempt upon the fort.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. L. WORDEN,
U. S. S. Montauk, Ossabaw.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

No. 51.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 1, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Off Bull's Bay, U. S. S. *Flambeau*.

Off Charleston, U. S. steamers *New Ironsides*, *Powhatan*, *Ilousatonic*, *Flag*, *Quaker City*, *James Adger*, *Augusta*, *Huron*, *Ottawa*, *Unadilla*, *Memphis*, and *Stettin*, and schooners *G. W. Blunt* and *America*.

In Stono River, U. S. S. *Commodore McDonough*.

In North Edisto, U. S. S. *South Carolina*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. steamers *Passaic* and *Marblehead*.

In Ossabaw, U. S. steamers *Montauk*, *Seneca*, *Wissahickon*, *Daron*, and mortar schooner *C. P. Williams*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Potomska*, *Madgie*, barks *Braziliera* and *Fernandina*, and mortar schooner *Norfolk Packet*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, most of them undergoing repairs and taking in provisions, U. S. S. *Wabash*, U. S. ship *Vermont*, U. S. steamers *Mercedita*, *Canandaigua*, *Keystone State*, *Conemaugh*, and mortar schooner *Para*, tugs *Daffodil*, *Columbine*, *Pettit*, *Rescue*, and *Dandelion*. The *Hope* is used as a dispatch boat.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Drayton, U. S. Navy, regarding expedition of the U. S. steamers Passaic and Marblehead, in Wilmington River, Georgia.

U. S. S. PASSAIC,
Wassaw, February 1, 1863.

SIR: I beg leave to state that, with the *Marblehead* in company, I went to-day in this vessel up the Wilmington River to within sight of Wassaw, or Thunderbolt, and $2\frac{1}{4}$ miles distant, when I was stopped by shallow water, which my pilot would not venture on except at high tide. The batteries were very extensive, and large bodies of troops drawn up on the shore. I was not fired on, although quite within range. A battery, which is about a mile nearer than the ones I saw, was cov-

ered by the wood, and I was not high enough to open it. I saw two small steamers, but nothing that looked like the *Fingal*.

I am, very respectfully, your obedient servant,
P. DRAYTON,
Captain.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Huron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 1, 1863.

SIR: You will proceed with the *Huron* under your command off Charleston and report for blockading duty to the senior officer present. Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander G. A. STEVENS,
U. S. S. Huron.

Attack upon Fort McAllister, Ga., by the U. S. S. Montauk and other vessels, under Commander Worden, U. S. Navy, February 1, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports.

No. 55.] FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 3, 1863.

SIR: I have the honor to enclose (marked No. 1) a copy of Commander John L. Worden's report of his second attack on the battery on the Ogeechee River.

I do not feel justified to authorize another attempt, as the ammunition for the XV-inch guns is now very much reduced. I enclose also a copy of Commander P. Drayton's report of his reconnoissance up the Wilmington River (marked No. 2).

Very respectfully, your obedient servant,
S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Commander Worden, U. S. Navy, commanding U. S. S. Montauk, regarding the operations of that vessel from January 24 to February 2, 1863.

U. S. S. MONTAUK,
Off Florida Passage, Big Ogeechee River, February 2, 1863.

SIR: I have the honor to submit the following detailed report of the operations of this vessel since leaving Port Royal on the 24th ultimo:

I arrived off Ossabaw Bar at 2 p. m. of that day, and while communicating with Captain Green, of the *Canandaigua*, a thick fog set in, which prevented our proceeding. At 3:30 p. m. the fog lifted,

when we cast off from the *James Adger* and stood up the channel. At 5 p. m. the fog closed down again and compelled us to anchor in the channel below Raccoon Key.

January 25.—A dense fog prevailed until 11:20 a. m., when it lifted sufficiently to enable us to reach the anchorage off Raccoon Key, when it closed down again and continued dense all day. We then cleared the ship for action and shifted ballast from the body of the vessel to the overhang forward, to put her in fighting trim.

January 26.—The fog still hanging around us, during the morning I called Lieutenant-Commanders Gibson and Davis and Acting Lieutenant Barnes on board and arranged the plan of attack. At 1:45 p. m. the weather cleared up and I got underway and stood up the river, anchoring about 3 miles below Fort McAllister; the *Seneca*, *Wissahickon*, and *Dawn*, towing the *C. P. Williams*, soon followed, anchoring in line astern. At 8 p. m. Lieutenant-Commander Davis, with two boats, made a reconnoissance up the river to ascertain the location of the obstructions and to place a flag which would designate a position suitable for me to take, clear of the obstructions and torpedoes which are said to be near them. This duty he accomplished successfully, besides pulling down a number of the enemy's ranges.

January 27.—At 6:45 a. m. I got underway and stood up the river, and at 7:30 a. m. anchored some distance above the point designated by the flag planted by Lieutenant-Commander Davis, about 300 yards from the obstructions, on the side of the river opposite the fort and about 1,500 yards from it.

At 7:35 a. m. I opened fire and fired twice, when the enemy replied, his first shot striking us.

The gunboats and mortar schooner anchored a few minutes before us, in line, about $1\frac{1}{2}$ miles from the fort and opened their fire upon it. In about an hour from the time of opening the action the enemy's fire had perceptibly slackened, so much so that he was using only two guns at intervals. About 9 o'clock a fresh breeze sprung up, which gradually increased until it blew with such violence as to seriously impede the flight of our shells and affect their range.

At 10:35 a. m. we swung to the flood tide, the breeze increasing so that the smoke from the fort drove down upon us so as to affect our vision. The enemy were then enabled to man their guns and hit us frequently. We replied steadily, our shells falling and exploding in the huge traverses and on the parapets, but the admirable construction of the fort precluded our making a rapid impression upon it with our necessarily slow fire.

At 11:55 a. m., our supply of shells being expended, and finding our cored shot did not affect the enemy, or at least we could not observe their effect with certainty, I ordered the firing to cease, tripped our anchor, and stood down the river, and ordered the gunboats to discontinue the action.

At 1:05 p. m. I anchored, and upon examination I found that this vessel was hit fourteen times, to wit, four times on turret, three times on side armor, four times on deck armor, once on smokestack, once in second cutter, and once on a spar lashed athwart our stern as a stern mooring for our boats. There were no casualties on any of the vessels.

January 28.—I learned through the medium of a contraband, who has been employed upon these waters as a pilot, the position of the

obstructions below the fort and the location of the torpedoes placed upon the spiling in the channel way. This information, with the aid of the contraband, whom I took on board, enabled me to take up a position nearer the fort in the next attack upon it.

January 29.—The dispatch boat *Daffodil* arrived at 8:30 a. m. with ammunition for the vessels. We received ours, and were employed during the day in filling shells and shifting fuzes.

At 9:30 p. m. two boats, under the charge of Lieutenant-Commander Cushman, of this vessel, went up the river on a reconnoissance, but discovered no material change in the enemy's position.

January 30.—Light westerly winds and pleasant weather. At 9:30 [a. m.] the *Seneca* went up the Big Ogeechee River to reconnoiter, and returned without discovering anything unusual. At 2 p. m. she went into the Little Ogeechee River to ascertain if the *Nashville* had changed her position, and returned to her anchorage at 8 p. m., reporting that she lay in her old position.

January 31.—Calm and clear. The *Daffodil* arrived at 8 a. m. and supplied the vessels with the necessary ammunition. The *Dawn* arrived at 6:30 [p. m.], when I called the commanding officers of the *Seneca*, *Wissahickon*, and *Dawn* together and arranged the plan of attack.

February 1.—At 6:40 a. m. I weighed anchor and proceeded up the river. The weather was pleasant, but a dense mist hung close over the lowlands, and there was no wind at the time of our starting. We steamed up slowly, followed by the *Seneca*, *Wissahickon*, *Dawn*, and *C. P. Williams*.

At 7:27 a. m. I anchored about 600 yards below the fort [McAllister], and on the right bank of the river, as near as the shoal water would allow me. The gunboats took a position in line, as on Tuesday last, and about $1\frac{1}{4}$ miles below the fort.

At 7:45 a. m. we opened fire upon the enemy, the mist hanging close to the fort, and preventing the smoke of their guns clearing away so that we could see neither their position nor the effect of our own shells. The enemy replied vigorously for some time, when they were obliged to slacken their fire on account of not being able to see us through the smoke.

At 7:53 a. m. our turret was hit for the first time during this action, at which time the enemy were working their guns with rapidity and precision.

At 8:45 a. m. I sounded in 14 feet, and, knowing that the tide would fall about 5 feet more, leaving about 9 feet under us, I tripped the anchor and dropped down the river to a position about 1,400 yards from the fort and into deeper water. As we were dropping astern, a gentle air sprung up, which gradually dispelled the mist, and we were enabled to resume our fire with accuracy and observed many of our shells to tear up the parapets and crumble down the huge traverses.

We continued our fire, with no signs of doing the enemy's guns any damage, until 11:53 a. m., when I ordered the firing to cease and dropped out of their range.

We were struck by projectiles forty-eight times, to wit, sixteen times on turret, three times on pilot house, seven times on smokestack, seven times on side armor, eight times on deck armor, once in gig, once in cutter, twice on boat's spars, once on spare anchor, and had two flag-staffs shot away. I recalled the gunboats, and at 12:40 p. m. anchored about 3 miles below the fort.

At 4:20 p. m. this vessel, in company with the gunboats, weighed anchor and stood down the river, the *Seneca* and this vessel anchoring off Florida Pass, while the *Wissahickon* and *Dawn* anchored in Vernon River.

This morning the *Wissahickon* towed the *C. P. Williams* over the bar on her way to Port Royal, and then returned to her anchorage.

I am greatly indebted to Lieutenant-Commanders Gibson and Davis and Acting Lieutenant Barnes for valuable information and advice and the prompt and efficient manner in which they performed every duty assigned to them. In both actions I was ably supported by them, and their vessels and guns were handled with skill and effect.

The *C. P. Williams*, Acting Master Freeman, took a position at such a distance from the fort as was believed would enable her mortar to be used with effect, and succeeded in throwing a number of shells in and around it.

I gratefully bear testimony to the efficiency and cool bearing of the officers and crew of this vessel at all times, and especially under the enemy's fire, and also to the persevering vigor and patience with which they prosecuted the heavy work of handling for four hours at a time our enormous ordnance, and bore the confinement, which is so irksome.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

I enclose an account of ammunition expended and of amount remaining on hand at this date, February 3, 1863.

I also enclose Lieutenant-Commander Gibson's report. The other commanders have not yet sent theirs in.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Report of Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. *Seneca*.

U. S. STEAM GUNBOAT *SENECA*,
Ogeechee River, Georgia, February 3, 1863.

SIR: I have the honor to report that on the 27th ultimo this vessel participated in the attack on Fort McAllister (or the Genesis Point battery) in this river.

The position chosen was in the reach below the one raked by the guns of the battery, giving us an enfilading fire at a distance of about a mile and three-quarters. The *Seneca*, as the leading vessel of the wooden gunboats, anchored so that the rearmost vessel of the line opened the battery clear of a point of woods on the right bank. The *Montauk*, in close action, received the whole fire of the enemy with the exception of a single mortar which burst a few shells very near us. We opened fire at 7:20 a. m. and continued the cannonade four hours and forty minutes.

On the 1st instant we again engaged the battery in nearly the same position and for nearly a similar space of time. On this occasion the enemy fired at us with at least two guns as well as with the mortar, but he was mainly occupied with the ironclad. His shot fell a little short

(one only passing beyond) and his shells exploded close to and over us. The measurement of one large fragment which struck our deck shows that the mortar was of XI-inch caliber.

I am satisfied that, in view of the narrowness of the channel, which forbade our keeping underway, the position of the battery, and the accuracy of its ranges, we could not have engaged nearer in support of the *Montauk* with any effect commensurate with the risk to wooden vessels.

The fort has been enlarged and strengthened with huge traverses within a recent period, and though but an earthwork, is now really colossal of its kind.

I am pleased to report no casualties. I forward herewith an account of the ammunition expended.

I have the honor to be, sir, very respectfully, your obedient servant,

WM. GIBSON,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*, regarding the effect of the shots on that vessel, transmitting report of engineer in charge.

U. S. S. MONTAUK,
Off Florida Passage, [Big] Ogeechee River, February 2, 1863.

SIR: I respectfully submit the following observations upon the effects of the shots on this ship received during the engagements of January 27 and February 1:

Upon the side armor, above and near the water line, the plates were indented from 1 to 2 inches, boltheads broken, the plates sprung apart at the upper edges over the point of impact from one-eighth to three-eighths of an inch, and when the point was near the ends of plates they are in some cases cracked or split.

Upon the upper edge of the side the indentations were in some cases greater, from one to three of the plates fractured or bent, and in one case driven under the edge of the deck plating, so as to wedge it up a half inch.

Upon the deck the indentations are of a depth from one-fourth to $1\frac{1}{4}$ inches, in length from 3 to 22 inches, and in width from $1\frac{1}{2}$ to 6 inches. In some cases the plating was split under and about the point of impact.

The edges and corners of the plating were sprung up, the bolts started, and where the shot struck boltheads they have been driven into, and in one case 3 inches through, the beam below.

Upon the turret the indentations are from one-half to $1\frac{1}{2}$ inches in depth, but no fractures have been made and only one bolt broken. Where the shots have struck near the ends or sides of plates they are very slightly sprung, but in nowise loosened or shaken. No effect was perceptible inside except in one instance, when two X-inch shot struck in rapid succession within 6 or 8 inches of each other near the base of the turret, immediately after which it was found difficult to revolve the turret until it was raised by driving in the key three-fourths of an inch, when it again revolved quite freely.

The coincidence would suggest this difficulty to have been the effect of these shots, but it is hard to see how such could have been the case, and as after the engagement it was found that only one of the turret engines was working properly, it seems to prove fairly to be attributable to the latter cause.

The point of impact of these shots was almost directly against the front end of the left rail on which the XI-inch gun runs out and in, and their force was such as to spring this rail sufficiently to break square off two of the $1\frac{1}{4}$ -inch bolts with which the bottom plate of the port stopper is fastened.

At the port of the XV-inch gun the turret is found to be somewhat shaken, the plates being separated from each other, especially at the top, both edgeways and sidewise, in some cases quite one-eighth of an inch, and the only hits which could have effected this are fair between both ports, and the XI-inch port is perfectly unshaken, so it seems fairly attributable to concussion.

The upper smokestack is considerably riddled, but the jacket is only slightly indented and remains perfectly firm.

Upon the pilot house the indentations vary from one-fourth to three-fourths inch, and have not injured the plates themselves, but although no bolts were hit, seven were broken short off by the shocks, the outer ends flying back upon the turret and the inner ends, with nuts attached, flung violently across to the opposite side of the interior, narrowly clearing those within. The fracture of these bolts exhibits an inferior quality of iron, quite in contrast with that in the bolts from the turret or in the side armor.

The muzzle box and ring of the XV-inch gun held on well, only one bolt having given way in each, the box being found slightly sprung from the side of the turret on one side, but so far only enough to require the bolts to be tightened up. The ring remains firm and tight.

The engineer in charge reports when the guns were fired over the quarter, the deck and boilers vibrated so as to cause apprehensions of damage to the numerous tube joints of the boilers.

I herewith enclose a report from the engineer in charge in relation to the quality of iron as observed in the broken bolts and fractures in the armor.

Very respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Report of Second Assistant Engineer Stephens, U. S. Navy.

U. S. IRONCLAD STEAMER MONTAUK,
Ogeechee River, Georgia, February 2, 1863.

SIR: In obedience to your order I most respectfully report that having examined the broken bolts and injured plates of iron in pilot house, turret, deck, and side armor, have seen that the broken bolts from pilot house are of an inferior quality of iron, showing in fracture large crystals, and are broken "cold-short."

They have been improperly fitted, either for strength or safety, to those in pilot house during an action. The body of bolts fits loosely,

depending on the heads and nuts, which are screwed up rigidly, causing them to part by concussion of shot on the plates outside and endangering the lives of those inside, as you experienced yesterday, from flying pieces of broken bolts.

The plate iron of pilot house was not fractured, although the impression of one shot extends through the whole thickness of plates (8 inches).

The bolts in turret armor have not fractured, although deeply impressed by shot in some instances; the plate iron in one place has an impression $1\frac{3}{8}$ inches in depth and no fracture.

The deck iron plates are fractured in several places, as well as those of outside armor, arguing a poor quality of iron.

The boilers, engines, turret, and machinery all are in as good condition as before the actions of January 27 and February 1. The smoke pipe was perforated some five or six times above the armor section; it, of course, is of no material importance, having fan blower to create draft.

All of which is respectfully submitted as the concurring opinion of engineers.

THOS. A. STEPHENS,
Senior Engineer.

Captain JOHN L. WORDEN.

[Telegram.]

FORT MONROE, VA., *February 2, 1863.*
(Received 11 a. m.)

Bearer of dispatches, left Port Royal Friday noon, says no truth in report of *Montauk* being disabled at Fort McAllister. Says Worden lay under enemy's fire for four hours to try his vessel. The balls have no more effect upon her than so many hailstones. Nothing had been heard of the *Smith's* capture in the Stono River.

SHELDON.

Colonel STAGER.

Abstract log of the U. S. S. *Seneca*, Lieutenant-Commander Gibson, U. S. Navy, commanding.

February 1, 1863.—In Ogeechee River, Georgia. At 7:35 a. m. McAllister opened fire on the *Montauk* with a broadside. At 7:36 a. m. the *Montauk* returned fire. At 7:42 a. m. *Seneca* opened fire. About this time the other vessels opened fire on the battery. At 8:41 a. m. the enemy's shots falling short of us. At 10:45 a. m. mortar shell exploded over us, striking the vessel. Expended during the action 44 rifle shell, 40 20-second XI-inch shell, 19 25-second XI-inch shell.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

February 1, 1863.—From 4 to 8 a. m. hazy weather and calm. At 7 a. m. the ironclad *Montauk* got underway followed by the *Seneca*,

this vessel, and gunboat *Dawn*, with the mortar schooner *C. P. Williams* in tow, and proceeded up the river. At 8 a. m. came to anchor in $3\frac{1}{2}$ fathoms water, distance from Genesis Point battery $1\frac{1}{4}$ miles. Thermometer 56. From 8 to meridian: Light wind from S. W. and pleasant weather. At 8:20 the *Montauk* opened fire on the battery, followed by the *Seneca*, this vessel, *Dawn*, and mortar schooner *C. P. Williams*. Continued firing at short intervals during the watch. Meridian to 4 p. m: Light winds from the S. W. and pleasant weather. At 12:30 p. m. the vessels ceased firing and dropped down the river. Ammunition expended: XI-inch, 76 shell; 20-pounder, 56 shell. At 3 p. m. the steamer *George Washington* left for Port Royal. At 5:10 took on board two deserters from Coffee Bluff; put them on the *Montauk*. At 6:55 anchored in Vernon River below Hell Gate.

Abstract log of the U. S. schooner *C. P. Williams*, Acting Master Freeman, U. S. Navy, commanding.

February 1, 1863.—At 7 a. m. were taken in tow by the *Dawn* and placed in position for bombarding Fort McAllister. At 7:30 a. m. opened fire from the mortar. From 8 to 12 meridian: Continued firing these four hours. At 2 p. m. ceased firing and were towed to our former anchorage. Delivered all the XI-inch shell received yesterday to the *Seneca*. Discharged 36 mortar shell. At 5 p. m. were taken in tow by the *Dawn* and proceeded to Ossabaw Sound, where we anchored at 5:20 p. m.

Confederate reports published in Savannah Republican, February 2, 1863.

First dispatch.

WAY'S STATION, [GA.], *February 1—10 a. m.*

A Yankee ironclad is anchored about 200 yards from the obstructions. Four other gunboats and one mortar boat are opposite to and 2 miles from the battery [Genesis Point, Fort McAllister]. The firing is very rapid. Major Gallie has just been killed, and many of the men buried in the sand. Our parapet in front of the 8-inch gun is entirely demolished, though the detachments are still at their guns. One of our 32-pounders is disabled; wheel broken. We will hold the battery to the last extremity and blow her up before we will surrender. The attack is severe, but the men are in fine spirits.

Brigadier-General MERCER.

Second dispatch.

8:30 A. M.

The fog deceived us as to the distance. Instead of being 200 yards from the obstructions the ironclad is between a quarter and a half mile from them.

R. H. ANDERSON,
Colonel, Commanding.

Third dispatch.

9:30 A. M.

The ironclad has been struck several times, and is slowly falling down the river, though she is still within a thousand yards of the battery. The battery has received no further damage. The garrison is in fine spirits; everything working beautifully. Two more men have been slightly wounded.

Fourth dispatch.

1 P. M.

The garrison, after a most gallant and determined resistance, have driven off the enemy. The behavior of officers and men was noble. The damage to the works can be repaired in about two hours.

Our loss is: Major Gallie killed, and several privates wounded, none seriously.

R. H. A.,
Colonel, Commanding.

*Fifth dispatch.*WAY'S STATION, *February 1.*

The Federal fleet have retired. The ironclad was injured. Seven men were slightly wounded. Republican Blues: John Gray, John Mahon, William Barber. Emmett Rifles: Peter Brady, John Dillon.

Gray and Brady have arrived at Way's Station. Major Gallie's body will be sent up to-night. He was wounded slightly in the face and then struck in the head by a shell.

[Telegram.]

CHARLESTON, *February 1, 1863.*

General Mercer reports serious attack with ironclad turret on battery [at] Genesis Point, Ogeechee River; Major Gallie, commander, killed, and 32-pounder disabled. Garrison in good spirits.

10:45 a. m.—Indications of attack on Thunderbolt battery; also musketry heard from pickets; also reports General Hunter in command at Port Royal, and his intention to attack Savannah as weakest point. General Mercer would be materially assisted at such juncture by an officer like Henry C. Wayne. Can he not be made brigadier and ordered there by telegraph? The subtraction of over 2,000 of General Mercer's infantry, now at Wilmington, may prove mischievous.

G. T. BEAUREGARD.

General S. COOPER,
Adjutant and Inspector-General.

Report of Major Bryan, C. S. Army, Assistant Inspector-General.

SAVANNAH, *February 1, 1863.*

GENERAL: I visited Genesis Point this morning just after the fight, too late to get a view of the ironclad, which came much nearer, perhaps

within 600 yards, but more likely about 700. She was afraid of our fire, however, and fell back some distance.

I enclose rough sketches of this steamer as she appeared to three parties, and two rough plans of the position of enemy's fleet during engagement.

The ironclad seems to have fired principally XV-inch shell, one of which went directly through the parapet (17 feet thick) in front of a 32-pounder on the left. At this point the parapet was mostly built of marsh mud, which I infer can not offer sufficient resistance to these missiles. Two shells seem to have struck near the same point on the parapet (made of sand) in front of the columbiad, and tore away about a third of it, covering several men with sand; one or two were dug out. The resisting power of sand is very great, and, after thick iron, it makes probably the protection most desirable. So far as demolishing earthwork goes, I am inclined to think the XV-inch shell a partial failure. I think a concentrated fire of smaller guns would have been more destructive to us. Had they burst better, however, the result might have been different. Captain George W. Anderson, the officer next in rank to Major Gallie, has proved himself a brave and good young soldier, but I think Captain Alfred L. Hartridge, Company B, First Georgia Sharpshooters, who commanded Genesis Point last summer, is the man best qualified to succeed Major Gallie. I will send you by express a brass fuze plug from the XV-inch shell.

I am, with regard, your most obedient servant,

HENRY BRYAN.

General THOMAS JORDAN,
Chief of Staff.

[Enclosure.]

GENESIS POINT, *February 1, 1863—1:30 p. m.*

Fight lasted five hours, ending 12:45. Major Gallie's brains blown out; nobody wounded, and 7 injured by concussion. One 32 had trunnion knocked off; parapet torn up in about five places; in front of columbiad; it was partly demolished. Enemy's ironclad struck at least a dozen times, perhaps two dozen, and has gone back out of sight. She came within 1,000 yards of our battery, probably 700. Colonel R. H. Anderson and garrison have acted nobly.

HENRY BRYAN,
Major and Assistant Inspector-General.

Report of Colonel Anderson, C. S. Army, commanding forces on the Ogeechee River.

HEADQUARTERS C. S. FORCES, OGEECHEE RIVER,
Fort McAllister, Ga., February 2, 1863.

CAPTAIN: I have the honor, very respectfully, to submit to the brigadier-general commanding the following report of the engagement of this battery with the abolition fleet, which took place yesterday, the 1st instant:

At 7:45 a. m. the battery was attacked by one ironclad of the monitor order, whose armament was one XV-inch and one XI-inch gun, three gunboats (wooden), and one mortar boat. Before the enemy's

boats came within range I ordered Captain Arthur Shaaff, commanding the First Battalion Georgia Sharpshooters, to line the river bank with his riflemen. His right rested about a quarter of a mile in rear of and west of the battery. As soon as I was satisfied that there was no intention on the part of the enemy to land at Kilkenny, on my right flank, and that his intention was restricted to passing the obstructions, I ordered him to deploy his battalion on his right file at 10 paces intervals, which enabled him to cover the bank of the river for over a mile with his sharpshooters, who had excellent cover, and would have annoyed the enemy terribly had he succeeded in passing the obstructions. Martin's light battery I held in reserve at Hardwick, which is about $1\frac{1}{2}$ miles in rear of the battery. Captain McAllister's troop I also held in readiness about a mile in rear of the battery. The two rifle guns of the Chatham Artillery, under Lieutenant Whitehead, I had placed in pits on a commanding bluff on the river, about a mile in rear of the battery, the two guns of the C. S. S. *Rattlesnake*, under the command of Captain Baker, I also ordered placed on Richmond Bluff, about 7 miles in rear of the battery. The steamer *Rattlesnake*, according to your direction, was moved to a suitable point in the river and in readiness to be sunk had necessity required it.

At 7:45 a. m. the bombardment commenced. Our battery opened fire first, but not until the ironclad had approached and taken a position north of and within 800 or 1,000 yards of the battery. Their wooden boats lay about 2 miles from and to the east of the fort. The enemy fired steadily and with remarkable precision. At times their fire was terrible. Their mortar firing was unusually fine, a large number of their shells bursting directly over the battery. The ironclad's fire was principally directed at the VIII-inch columbiad, and at about 8:15 o'clock the parapet in front of this gun was so badly breached as to leave the gun entirely exposed. The detachment did not leave their gun or evince the slightest fear, but in a most gallant and determined manner fought their gun to the close of the action, refusing to be relieved. The name of the brave officer who commanded this gun is First Lieutenant W. D. Dixon, of the Republican Blues, Company C, First Georgia Volunteer Regiment. At 8:30 a. m. one of the 32-pounders was disabled, one of the trunnions being knocked off. The same shot also killed Major John B. Gallie [Twenty-second Battalion, Georgia Artillery], the gallant commander of the battery. Prior to this he had been wounded in the face by a fragment of shell, but refused to be relieved, and continued, notwithstanding his suffering, inspiring the men with his own gallant and unconquerable spirit up to the time he was killed. Thus perished nobly a brave, good, and gallant soldier. Captain G. W. Anderson, jr., upon Major Gallie's death, succeeded to the command of the battery, and displayed during the whole action the utmost coolness and gallantry, as did Captain [Robert] Martin, commanding the X-inch mortar, Captain G. A. Nicoll, [Company F, Twenty-second Battalion, Georgia Artillery], and each and every officer of the battery. The whole fire of our battery was concentrated upon the ironclad, which we struck at least eighteen times, and, I think, damaged. At 12:15 p. m. she ceased firing and dropped down the stream out of reach of our guns. I think she was damaged, for the reason that just before backing down the stream we could hear them hammering on the turret, which ceased to revolve; neither did she again return our fire, which at this juncture was very severe

I have entered into particulars for the reason that this attack was one of no ordinary character, as will be readily admitted when the class of the enemy's vessels and their superior armament are taken into consideration, as well as the close proximity of the ironclad to the battery. I think that the brave and heroic garrison of Fort McAllister have, after a most severe and trying fight, demonstrated to the world that victory does not, as a matter of course, always perch itself on the flag of an ironclad when opposed even to an ordinary earthwork manned by stout and gallant hearts. In commemoration of this gallant action I respectfully recommend that the garrison be allowed to have "Fort McAllister" inscribed on their standard. I beg leave to call the attention of the brigadier-general commanding particularly to my adjutant, First Lieutenant Robert Wayne, who in the most gallant and heroic manner bore all of my orders in the battery during the whole action. He was as much, if not more, exposed than anyone during the action, and his conduct won the admiration of all. I would also express my indebtedness to Captain McAllister, who by his gallantry, energy, and soldier-like appreciation of what I required of him, did much to facilitate my arrangements for the defense of the river.

Our total list of casualties are 8—Major Gallie killed and 7 privates wounded, none of them severely.

The damage to the work has already been repaired. All that remains to be done is to mount another gun in the place of the 32-pounder disabled. This we will do as soon as the one you have ordered to be brought here from Savannah arrives.

Enclosed you will please find the report of Captain G. W. Anderson, jr., the immediate commander of the battery, as well as that of Captain Robert Martin, commanding the X-inch mortar.

I am, sir, very respectfully, your obedient servant,

R. H. ANDERSON,

Colonel, Commanding.

Captain George A. MERCER,

Assistant Adjutant-General, District of Georgia, Savannah.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,

Charleston, S. C., February 6, 1863.

Respectfully forwarded for the information of the War Department. The results related within of the obstinate attack by an ironclad of the monitor class on our battery at Genesis Point are important and encouraging. The armament of the battery in question unfortunately was not heavy nor such as I should have placed at that point had the proper guns been at my disposition. (See my report of November 1, 1862.) It consisted of but one VIII-inch columbiad, one 42-pounder, five 32-pounders, and one X-inch mortar, which has been placed there recently. But, thanks to the intrepidity of the garrison and supporting force of officers and men, the battery withstood the formidable attack and the enemy was beaten back. I beg to commend to the notice of the President the names of all mentioned in these papers.

G. T. BEAUREGARD,

General, Commanding.

Report of General Beauregard, C. S. Army, commanding Department of South Carolina Georgia, and Florida.

CHARLESTON, S. C., *February 2, 1863.*

General H. W. Mercer reports quite a success at Genesis Point yesterday after five hours' firing from one monitor, four gunboats, and one mortar boat. Monitor came to 800 yards of battery, principally one rifled 32-pounder and one VIII-inch columbiad; was compelled to retire, apparently crippled. We lost 1 officer killed and 4 men wounded, and one gun disabled. Another monitor seen near Thunderbolt battery, on Vernon River; fired once and retired.

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector General.

General Order of General Beauregard, C. S. Army.

GENERAL ORDERS, {	HDQRS. DEPARTMENT OF
No. 23.	SOUTH CAROLINA, GEORGIA, AND FLORIDA, <i>Charleston, S. C., February 6, 1863.</i>

The commanding general announces to the forces with satisfaction and pride the results of the recent encounter of our battery at Genesis Point, Georgia, with an ironclad of the monitor class; results only alloyed by the lifeblood of the gallant commander, the late Major John B. Gallie.

For hours the most formidable vessel of her class hurled missiles of the heaviest caliber ever used in modern warfare at the weak parapet of the battery, which was almost demolished; but, standing at their guns, as became men fighting for homes, for honor, and for independence, the garrison replied with such effect as to cripple and beat back their adversary, clad though in impenetrable armor and armed with XV and XI inch guns, supported by mortar boats whose practice was of uncommon precision.

The thanks of the country are due to this intrepid garrison, who have thus shown what brave men may withstand and accomplish, despite apparent odds.

"Fort McAllister" will be inscribed on the flags of all the troops engaged in the defense of the battery.

By command of General Beauregard:

THOMAS JORDAN,
Chief of Staff.

Joint resolution of thanks to the officers and soldiers engaged in the defense of Fort McAllister, Ga.

The Congress of the Confederate States of America do resolve, That the thanks of Congress are due, and are hereby, tendered to the officers and soldiers engaged in the defense of Fort McAllister, Ga., on the 1st of February and 3d of March last, for the gallantry and endurance with which they successfully resisted the attacks of the ironclad vessels of the enemy.

Resolved further, That the foregoing resolutions be communicated by the Secretary of War to the general commanding the Department of South Carolina, Georgia, and Florida, and by him be made known in appropriate general orders to the officers and troops to whom they are addressed.

Approved May 1. 1863.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, regarding a reconnoissance in St. John's River, Florida.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Ga., February 1, 1863.

SIR: After touching here I proceeded, in obedience to your orders, to St. John's, where I arrived on the afternoon of the 27th instant.

On the 29th instant I made a reconnoissance up the St. John's River as far as Jacksonville, finding everything quiet and satisfactory. I returned to the anchorage at St. John's the same afternoon, and on the next day left for this place, touching at Fernandina on my way for the purpose of landing three white persons who had succeeded in escaping from the enemy and had taken refuge under our flag.

The quantity of coal on hand at this point is but 50 tons.

I respectfully request a supply.

I have the honor to be, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to the senior officer off Charleston, for a reconnoissance in Stono River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 2, 1863.

SIR: I am sending the *Commodore McDonough* and *Huron* to make a reconnoissance in Stono.

You will please order the *Ottawa* to enter Stono with the *Commodore McDonough*, the *Huron*, or, in her place, the *Unadilla*. I desire to remain outside to give support if necessary.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

SENIOR OFFICER PRESENT OFF CHARLESTON.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Patapsco, of the arrival of that vessel at Beaufort, N. C.

IRONCLAD PATAPSCO,
Beaufort, N. C., February 2, 1863.

SIR: I have the honor to report the arrival of this vessel in good condition, after a passage of forty-eight hours.

The weather was for the most part fine, but before putting in had assumed a threatening appearance.

I hope to sail this evening.

I have the honor to be, very respectfully, your obedient servant,
 DANL. AMMEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Quackenbush, U. S. Navy, advising the use of the Drummond light for blockading purposes.

U. S. STEAM GUNBOAT UNADILLA,
Off Charleston, S. C., February 2, 1863.

SIR: I respectfully suggest the use of the Drummond light for blockading purposes. By means of this light, I am of the opinion that no vessel could escape out of, or gain admittance into, a port without being detected.

I am, very respectfully, your obedient servant,
 S. P. QUACKENBUSH,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting consular information regarding the operations of blockade runners.

NAVY DEPARTMENT, *February 3, 1863.*

SIR: I transmit herewith extracts from consular dispatches received at the Department of State in reference to vessels suspected of designs to run the blockade.

I am, respectfully, your obedient servant,
 GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAM'L F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

Extracts from consular dispatches.

From Liverpool, January 9, 1863: Referring to a report that John Fraser & Co. had presented a splendid war steamer to the Confederacy, he says:

Mr. Moran, assistant secretary of legation (at London) writes me that an armed steamer is to leave Liverpool to-morrow with important dispatches from Commodore Maury (who is still in England), Mason, and Slidell. A man by the name of Hope is the bearer of these dispatches and will go out on the steamer.

Liverpool, January 10, 1863: The steamer *Pet* has just cleared and will go to sea this day. I presume Mr. Hope, the bearer of dispatches,

will go out in her, but do not know. The steamer *Banshee* has gone to-day on a trial trip. The leading men from the house of Fraser, Trenholm & Co., and all other secession houses have gone out on her. It will not be very many days before she leaves for the South. Hope may possibly go in her.

London, January 10, 1863: The screw steamer *Miriam*, loaded here by Messrs. Spise & Hayward, left the Victoria Dock, London, on Tuesday evening, and went 20 miles down the river on Wednesday, where she took in at least 60 tons of powder and proceeded on her voyage this morning. She is entered for Nassau, and has, as I before reported, nearly 30,000 stand of arms, saltpeter, army cloths, etc., on board. * * * I learned this day that she has about 60 casks of ship bread on board, with the Government mark, the broad arrow, stamped on them, and had while taking in her powder a naval transport flag flying. She thinks she has a right to wear this flag on account of having a few casks of Government stores on board, probably obtained as freight out to give her protection. In reference to this I shall make further enquiry. Up to this time, 4 o'clock, the only portion of the *Miriam's* cargo that has been entered at the custom-house, although she has gone to sea, is 1,512 cases, 3,012,000 cart-ridges, and 3,000,000 percussion caps.

The *Peterhoff* went to sea yesterday. I herewith forward an invoice of her cargo, also an invoice and description of the *Sterlingshire*, a sailing bark in the Confederate service. From all I can learn the two steamers may attempt to get into Charleston. They are new, or nearly so, and would make good transport ships.

* * * invoiced are shoes * * * harness, some 200 bales of blankets, haberdashery, cloths, prints, medicines, and various articles of merchandise.

Letter of Assistant Boutelle, U. S. Coast Survey, commanding U. S. Coast-Survey steamer Bibb, to Major-General Foster, U. S. Army, regarding the rescue of the steamer Pilot Boy.

U. S. S. BIBB,
Port Royal Harbor, S. C., February 3, 1863.

GENERAL: As this vessel was at anchor off Georgetown Bar on Sunday afternoon, the stern-wheel steamer *Union* came within hail and an officer of your staff reported that the steamer *Pilot Boy*, attached to your command, had burst her boilers and was at anchor about 20 miles northeast from us.

I got underway at 9 o'clock p. m. of Sunday and went in search of the *Pilot Boy*; found her about midnight and have towed her here, anchoring her off the wharf at Hilton Head.

Yours, respectfully,

CHAS. O. BOUTELLE,
Assistant, U. S. Coast Survey, Comdg. U. S. S. Bibb.

Major-General J. G. FOSTER, U. S. Army,
Commanding 18th Army Corps, Hilton Head, S. C.

Order of Commander Steedman, U. S. Navy, to Acting Master Kirby, U. S. Navy, for the arrest of Mr. Stockwell, reported to have given information to Confederates.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Ga., February 3, 1863.

SIR: I have learned from what I consider a reliable source that Mr. Stockwell has, within the last month, visited Colonel Clinch, in command of the Confederates at Dranesville [Waynesville?], and has furnished him with the information that you have been in the habit, on stated days, of sending hunting parties on Cumberland Island, and has told him how easy it would be for the Confederates to surprise and capture them. You will, therefore, on the receipt of this order, arrest Mr. Stockwell, and hold him a prisoner on board of the *Midnight* until further orders, and I wish also that you will have destroyed every boat and canoe you can find in your neighborhood.

I take this occasion to impress upon you the necessity of being very vigilant and extremely cautious in permitting either officers or men to land on the island or be from under cover of your guns.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander, U. S. Navy.

Acting Master N. KIRBY,
Commanding U. S. Bark Midnight.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding the use of the army code of signals on the United States ironclads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 4, 1863.

GENERAL: Among the defects in matters of detail on the ironclads is the absence of all means of making the navy signals, so that no orders can be transmitted nor information received by this mode of communication. It has been suggested to me, however, that the army code, which we have on various occasions found so useful, might be employed at times on these vessels from the side not engaged or exposed at the moment.

In order to effect this, I propose, if agreeable to you, that several of the young officers of the squadron should be instructed in the code, and will be greatly obliged if you will issue the necessary orders, with such restrictions as may be required.

I learn the code now forms part of the instruction at the Naval Academy.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Major-General D. HUNTER,
Commanding Department of the South, Hilton Head.

Letter from Mr. Turner, to the Secretary of the Navy, transmitting intercepted letter from Nassau, New Providence.

WAR DEPARTMENT,
Washington City, February 4, 1863.

SIR: I have the honor to enclose you an intercepted letter dated Nassau, [New Providence], 19th ultimo, disclosing matters that may be useful for your Department.

I have the honor to be, sir, very respectfully, your obedient servant,
L. C. TURNER,
Judge-Advocate.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

ROYAL VICTORIA HOTEL,
Nassau, New Providence, January 19, 1863.

MY DEAR PAPA: * * * There are men here who are making immense fortunes by shipping goods to Dixie, and on an average four out of every six vessels that start to run the blockade succeed, and goods of all kinds are worth ridiculous prices there.

Salt, for example, is one of the most paying things to send in. Here in Nassau it is only worth 60 cents a bushel, but in Charleston brings at auction from \$80 to \$100 in Confederate money, but as Confederate money is no good out of the Confederacy they send back cotton or turpentine, which, if it reaches here, is worth proportionally as much here as the salt is there.

A young fellow here who sent in £100 worth of goods cleared by it, after paying all expenses, £750, but he happened to be lucky.

Seeing fortunes made at this rate has given me a great desire to try my hand at it, and if you could send me the money I see nothing to prevent my making something handsome.

As uncle is always investing in real estate, ask him to buy my lots. He offered to do so once before and perhaps may still be willing. If I had £100 to risk I would ship my goods in four or five different vessels and some of them are sure to get in, but supposing only one out of the five succeeded, I would clear more than the whole amount invested.

There is one man here who commenced in this line of business as soon as the war broke out and he has made over \$2,000,000. Six steamers left this port last week to run the blockade, and we have heard of the safe arrival in Dixie of five of them.

The way in which it is managed is this: They carry no lights on board, the ships are painted lead color and are hardly visible at 100 yards off, and they only go when there is no moon and the nights are very dark.

Sailing vessels are more frequently caught and the goods confiscated, for they can not choose their time as a steamer can.

Should you approve of my plan let me know at once, for if I am to commence, the sooner the better. Please give it your most serious consideration. It is a speculation by which one makes either 600 to 800 per cent or loses all. * * *

And believe me, ever your dutiful son,

ALFRED JUDAH.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, referring to the second attack upon Fort McAllister, and other matters.

WABASH,

Thursday Evening, February 5, 1863.

MY DEAR CAPTAIN: Rodgers, I think, is sending you some papers. I have nothing official to write but to be careful of your ammunition. I am glad you made the second attack, because it will add to your experience of the powers of your vessel. The fort [McAllister] is strong, and of that description which may stand long hammering.

The *Nashville* will be a thorn in my flesh when I come to withdraw you. Could a brigade operate with you? I think that fort quite as strong as the one taken by Porter and McClernand in Arkansas. Drayton is desirous of trying it with you, but if all the ammunition be fired away, how can you handle the *Fingal* if she comes along.

They write you of our ebb tide. That Galveston affair has stirred up the rebels, and the Charleston and Savannah papers are inviting John [B.] Magruder to come and clear their coasts with his cotton clads—which, I suppose, stimulated their navy men here—and I think the loss of the *Princess Charlotte* [*Princess Royal*] was a severe blow to them at Charleston, and they hoped to recover her, for she was still out when the rams came. She had on board two powerful engines for their ironclads, with machinery and mechanics to make their steel-pointed projectiles, intended to pierce your sides and turrets.

Rodgers is in to-night with disabled engine; the extent I do not know. They had the whole of the gales and kept before them. She leaked some. *Patapsco* sailed two days before in tow of *Pawnee*; has doubtless gone on to Beaufort. They have certain powers of endurance at sea, with a stout hawser fast to them. On this our papers run away with things as usual, and pronounce them seagoing vessels.

I see a letter published from the *Montauk*; natural enough on first arrival, but please call attention to my General Order No. 8.

Excuse haste.

Yours, very truly,

S. F. DU PONT.

[Captain J. L. WORDEN,
U. S. Ironclad *Montauk*.]

Report of Commander Steedman, U. S. Navy, requesting instructions regarding the disposition of Mr. Stockwell.

U. S. GUNBOAT PAUL JONES,

St. Simon's Sound, Georgia, February 5, 1863.

SIR: Owing to the unfortunate state of the weather, I have been obliged to detain the *Hope* until to-day. By her I send a Mr. Gibbs, a refugee, who succeeded in making his escape from the enemy with his negro servant woman, and got safely on board of the *Madgie*, lying at anchor in Sapelo Sound. From Mr. Gibbs you will, I think, obtain much information; he was in Savannah on the 22d ultimo.

Having learned from an intelligent contraband, who escaped a few days since from the mainland, that Mr. Stockwell, residing on Cumberland Island, had, within the last month, visited the headquarters of

Colonel Clinch at Drainesville [Waynesville?], and had given information that hunting parties were frequently sent on shore from the bark *Midnight*, which could be easily surprised and captured, I directed the commander of the *Midnight* to arrest Mr. Stockwell and hold him a prisoner on board of his vessel until further orders.

If Mr. Stockwell was alone it would be very easy to deal with him by sending him to Port Royal by the first opportunity, to be taken care of by the military, but unfortunately he has a family of two grown daughters and one young child living with him, the removal of whom, with their effects, is rather puzzling. I must therefore ask for instructions on this subject.

In the last week no less than six contrabands have succeeded in making their escape from the enemy and taken refuge on board of this vessel.

I have the honor to be, sir, very respectfully, your obedient servant,
 CHARLES STEEDMAN,
Commander and Senior Officer.

Rear-Admiral S. F. DU PONT,
South Atlantic Blockading Squadron.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting information regarding trade carried on between Nassau, New Providence, and Charleston, S. C.

NAVY DEPARTMENT, *February 5, 1863.*

SIR: I transmit herewith a copy of a communication received from a Mr. J. H. James in reference to the trade carried on between Nassau and Charleston.

Very respectfully, your obedient servant,
 GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAM'L F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

Nassau, [New Providence], does as much business now in twenty-four hours as it used to do in a year. There were, a few days ago, eleven steamers in port expressly purchased for running the blockade. A vessel runs the blockade every three days to Charleston, S. C. The way they do it is to wait for a blow, then the blockaders up anchor and sail about; the runner waits till night and runs in frequently between two of the blockade, who do not fire for fear of hitting a friend. One captain has run the blockade twenty-one times, and has carried in all 161,000 Enfield rifles. The rewards are immense. One instance I will relate: Four men purchased a schooner loaded with cotton; paid \$24,000 for vessel and cargo; sold it in Nassau for \$80,000; purchased a steamer with the \$80,000 and then ran the blockade; loaded it with cotton and sold it in Nassau for \$300,000.

Respectfully,

J. H. JAMES.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, responding to request for instruction regarding army signals for use on the United States ironclads.

HDQRS. DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., February 6, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication, dated the 4th instant, which should have received earlier attention had I not been absent from this post, only returning yesterday afternoon.

It will afford me sincere pleasure to comply with your request in regard to the army signal code, orders having been already issued to the chief signal officer of this Department to furnish all requisite facilities and instruction to such of your officers as you may assign to this service. Of this order I have the honor to transmit a copy herewith.

Very respectfully, admiral, your most obedient servant,
D. HUNTER,
Major-General, Commanding.

Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, regarding the unfitness of that vessel for outside work.

U. S. STEAM FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 6, 1863.

ADMIRAL: I have the honor to report the occurrences of my experience during the few days I have been at anchor off Charleston, where you sent me with instructions to remain if possible.

I shall be full and minute, as I desire that the Navy Department may be undeceived if they supposed that this ship was equal to any such service.

You will see with the eye of a seaman at once that no fears have exaggerated the dangers and difficulties I have encountered, and will congratulate yourself that the ship is still preserved to your squadron after what she has passed through.

The uneasiness which I expressed to you before sailing at what might be the result has been more than justified, inasmuch as my greatest trouble and danger was in a quarter for which I was unprepared and did not embrace in the conversation I had with you as likely to occur. I allude to her rudder. Of this hereafter.

I encountered three gales while at anchor there five days; none of them severe. The first, from S. W., very moderate; the second, from N. E., more severe, in which I let go a second anchor with 125 fathoms on one chain and about 70 on the other; the third, from S. E., not so severe as the second, but bringing in a heavy sea, which made my situation much more critical. It was during this last that I discovered my greatest danger.

The rudder of your flagship is about 5 feet in horizontal length; that of mine is 12 feet and 1 inch, the inner rudder being 7 feet and 4 inches, the outer one 4 feet and 9 inches; the inner one secured to the sternpost by the ordinary pintles and gudgeons, the outer one secured

to the inner one by pintles and gudgeons and a semicircular cogwheel. The ship yawing and sheering very much, brought the sea constantly on one bow and beam or the other, exposing the rudder to the severe shock of the sea, striking it at times almost at right angles.

It was during one of these encounters that first one brace and then another gave way, four in all, successively; then a large iron hook confining the brace to the outer rudder bolt, and lastly drawing a heavy iron bolt on the lower deck, in the wardroom, to which the preventer tackles were secured, both of which I have kept to show you. Thus with wheel ropes rove and taut, with preventer tackles as secure and taut as they could be, and the braces outside as taut as a bar, the whole were insufficient, and nothing but the daring activity of a few men, who were let down in bowlines outside at the risk of their lives to get other braces on, set up with permanent tackles, saved the rudder.

I was very much alarmed lest the bolts in the outer rudder would give way, and then that the cogs would be thrown out of gear and connection.

I think it providential that all this occurred in the daytime and not in a very severe gale, as a warning to me what the result would have been under more trying circumstances.

So far as the chains and anchors are involved, they did well. I found no reason to distrust them, but when I came to heave in and up, the wind having veered to W. S. W. and driven the ship over her anchors, they were in a great snarl, with a foul hawse, and the starboard chain having tripped its anchor with a round turn around the stock. Here was a great difficulty, being unable to lash the anchors because of the ram, and unable to use a hawse pennant because of having no bowsprit, it was done necessarily with great risk and difficulty.

Moreover, the gun deck is so lumbered with the long gun carriages, extending back to the hatches, that there is no room to work cables as in ordinary ships, and it was with the greatest difficulty that the thing could be accomplished.

I may say in passing that great credit is due to the first lieutenant of this ship for his energy, intelligence, and seamanship in extricating the ship from these difficulties.

Lastly, I experienced the utmost trouble and anxiety in the action of the cables upon and around the ram; as the ship sheered about and dipped to the sea, the ram would catch both cables upon its upper surface and there remain, with the whole weight of the ship upon it as she straightened out her cables, until she took another sheer and shook them off. I am unable to judge whether or not it has had the effect to disturb or loosen it.

I have thus told you the whole story as it has occurred under my eye.

I have only to add that I fear it has cost me the life of one of my best men, a quartermaster, who has been terribly crushed and one of his arms [?], by endeavoring to secure the tiller below, whose situation at this moment is most critical; and to conclude with a most emphatic expression of my opinion that this vessel is not calculated for any outside work, and should avail herself of the most favorable opportunities to get from port to port as soon as she can.

At sea, with her masts in, clear of the land, I consider her perfectly safe in any gale of wind.

I have omitted to state one thing: I consulted the pilot as to the possibility of running inside; he told me the state of the bar would

not admit of it, and that if I could, I should encounter the same difficulty there with the rudder, as he would be obliged to anchor close in to the bar, where there would be quite sea enough to cause the same trouble; besides, as I have no large guns on the upper deck to protect my bow and stern, I might be exposed to a raking fire from the heavy pieces of the enemy without the means of checking them. I would not, except in an extreme case, risk it.

In view of these facts, and under these circumstances, I have felt it my imperative duty to repair to Port Royal without delay, and without the risk of encountering another S. E. gale at my anchors, because the loss of my rudder would involve the loss of the services of this ship until she could go into dock.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, commanding U. S. S. Commodore McDonough, for a reconnoissance in Stono River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 6, 1863.

SIR: You will proceed with the *Commodore McDonough* under your command off Stono, and when joined by the *Unadilla*, you will, in company with her, cross the bar and examine the condition of things in that river and remain there until further orders.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander GEO. BACON,
U. S. S. Commodore McDonough.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Quackenbush, U. S. Navy, commanding U. S. S. Unadilla.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 6, 1863.

SIR: On the receipt of this order you will at once proceed off Stono, where you will be joined by the *Commodore McDonough*, and in company you will cross the bar and examine the condition of things in that river, remaining there until further orders.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander S. P. QUACKENBUSH,
U. S. S. Unadilla.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, regarding vessels for the expedition in Stono River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 6, 1863.

SIR: I am waiting for the *Flambeau*. Please send her down, for I have no dispatch vessel.

I enclose orders for the *Unadilla*, and I think the *Huron* had better go down and enter Stono with them.

I regret extremely to weaken the blockade, but the occupation of Stono is equally important for the moment.

I wrote you to-day by the buoy schooner.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain T. TURNER,
U. S. S. *New Ironsides*, off Charleston.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Weehawken in disabled condition.

No. 60.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 6, 1863.

SIR: I have the honor to report the arrival here on the 5th instant of the U. S. S. *Lodona*, towing the U. S. ironclad steamer *Weehawken*, the latter with a disabled engine, on which I am ordering a survey.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Pendergrast, U. S. Navy, commanding U. S. S. Water Witch, of arrival at New York.

U. S. S. WATER WITCH,
New York Harbor, February 8, 1863.

SIR: In obedience to an order from Rear-Admiral S. F. Du Pont, I have the honor to report the arrival of the U. S. S. *Water Witch* at this port.

I have the honor to be, very respectfully, your obedient servant,

AUSTIN PENDERGRAST,
Lieutenant-Commander, Comdg. U. S. S. *Water Witch*.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, commanding U. S. S. New Ironsides, to resume command of the blockade off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 8, 1863.

SIR: You will please proceed with the *New Ironsides* under your command off Charleston and resume charge of the blockade off that

port, taking every caution in placing the vessels against a violation of the blockade, and requesting the commanding officers to exercise great vigilance on their respective stations, rendered the more necessary by recent events.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain T. TURNER,
U. S. S. New Ironsides, Port Royal.

*Report of Lieutenant-Commander Bacon, U. S. Navy, commanding
U. S. S. Commodore McDonough, regarding a reconnoissance in
Stono and Folly rivers, South Carolina.*

U. S. S. COMMODORE McDONOUGH,
Stono Inlet, South Carolina, February 8, 1863.

SIR: I have the honor to state that in obedience to orders I arrived off Stono Inlet yesterday afternoon. At noon to-day a steamer arrived having on board Major-General Foster, Brigadier-General Potter, Captain Boutelle, of the Coast Survey, and others. General Foster requested me to come in to-day and make a reconnoissance up Folly and Stono rivers. Got underway immediately, and as there was not enough water for the *Huron* or *Unadilla*, who were at that time just coming up, proceeded in alone, the army steamer following. Went up around the head of Cole's Island; discovered that the enemy had not taken advantage of our absence to erect any new batteries. Noticing that the army officer had made a landing on Cole's Island below us, dispatched the cutter for the purpose of covering their landing and started up Folly River with this steamer for the same purpose.

At 3:30 received General Potter and staff on board; steamed up Folly River as far as possible without grounding, came to anchor, and awaited his return, as he went ashore for the purpose of making a reconnoissance on Folly Island. When they returned, steamed down the river and left them on board of their steamer. I hope to be able to get the *Unadilla* and *Huron* over the bar to-morrow. As the former vessel did not reach the bar in time to cross it at high water this morning, and as General Foster wished to make the reconnoissance to-day, I took the liberty to go in alone. In conclusion, I respectfully state that yesterday, after crossing the bar at Port Royal, met the *Ironsides*, and was requested by the captain to turn around and pilot her across the bar, which I did.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieutenant-Commander, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Comdg. South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, urging the need of reinforcements for the protection of the inland waters of the district under his command.

No. 64.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 8, 1863.

SIR: Recent events on the Gulf and elsewhere have stimulated the enemy on this coast to use every means to annoy the vessels engaged on the blockade.

The peculiar character of the inland waters is particularly favorable to such attempts, enabling him to make descents on weak points and securing to himself a safe retreat from pursuit.

The Department is aware, though very few persons outside of it are, of the nature of our tenure of the three States within my command, with the numerous inlets and sounds, all of which must be guarded.

My force is already extended to its utmost capacity of expansion, while daily more and more vigorous efforts are making in England, assisted by her colonies off this coast, to break the blockade. Many steamers of light draft, on our occupation of the coast, escaped up the various inland waters, where our vessels could not follow them. These may now be used against us, especially at such points where I have only been able to station single vessels, several of them, too, without the propelling power of steam, and many of them of a character unsuited to resist sudden attacks, though adapted to the purpose of an ordinary blockade.

Under these circumstances, I have to request the Department to send me such reinforcements as will enable me to meet the new state of affairs on this coast. I am inculcating vigilance everywhere, but sudden attacks, if not surprises, by steamers, ironclad or otherwise, under cover of darkness, are possible under any degree of watchfulness. Vessels can not have pickets out like an army, though boats in particular localities may be and often are used, but these must generally be at anchor and their crews regularly relieved.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—I forward herewith a chart,* on tracing paper, of the coast, showing the positions of the blockading vessels of this squadron on the 31st of January, 1863, which may prove interesting to the Department.

S. F. D. P.,

Rear-Admiral.

[Hon. GIDEON WELLES,

Secretary of the Navy.]

* Not found.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the condition of the U. S. S. Ottawa.

No. 63.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 8, 1863.

SIR: It is with great regret that I have to report the complete breaking down of the *Ottawa*. This vessel was north for more than two months, and was sent back here in very little better condition than when she left.

At a critical time like this, such a vessel can ill be spared, but, being utterly useless, she must be sent north as soon as a tow can be got for her.

Enclosed is the survey (marked No. 1), to which I call the particular attention of the Department.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting reports of a board of survey and of the commanding officer of the U. S. S. Weehawken.

No. 71.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: I have previously reported the arrival of the *Weehawken* in a disabled condition.

I desire to call the particular attention of the Department to the enclosed survey (marked No. 1), in which are clearly stated the damages sustained, the causes thereof, and the remedies to be used.

I forward also (marked No. 2) a copy of Captain John Rodgers' report. These two papers cover all the information I have on this matter.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. NEW IRONSIDES,
Port Royal, February 8, 1863.

SIR: In obedience to your order of the 7th instant, we have held a strict and careful survey on the engines of the U. S. S. *Weehawken*, and have to report as follows, viz:

Their condition: The starboard engine is in a condition that, with small repairs and adjustments, can be soon got ready for service. The port engine is in such a condition as to be entirely useless.

The damages sustained: The port cylinder is badly broken, having three cracks extending longitudinally the whole length, transversely,

nearly halfway round, and diagonally about half the length of the cylinder. The trunk is broken off close to the piston and the inner cylinder head broken, with eight of the bolts for securing the head out and broken into small pieces.

The causes: The cause of the accident was, without a doubt, the insecure and careless manner in which the bolts securing the inner cylinder head were fitted up and put in. These bolts having been put in in this manner, the nuts soon worked off and the bolts dropped to the bottom of the cylinder. The clearance being sufficient, no immediate disaster followed; but we suppose that, several bolts getting together in a peculiar manner, the piston struck them, breaking the inner cylinder head, two pieces of which falling out presented so great an obstacle to the piston that it canted and, the momentum of the engine carrying it along, cracked the cylinder and broke off the trunk of the piston.

The repairs: To put the starboard engine in a serviceable condition, it will be necessary to remove the piston, secure the inner cylinder head, and band the crank pin. The time required to do these repairs will be about one week. The air pump was driven by the engine that is now broken, and it will be necessary to work the starboard engine noncondensing or high pressure. This, with the peculiarity of their arrangements, prevents us from being positively certain that one engine will work, but we entertain great hopes that it will do so, and consider that the short time and light cost will warrant a trial.

To repair the engines permanently, it will be necessary to send to some Northern port for a new cylinder and piston. If the deck will have to remain in its present condition until the cylinder arrives from the North, it will require at least one month to take out the deck, take out the broken cylinder, and fit and connect the new one.

In conclusion we will beg leave to add that, in our opinion, there can be no blame whatever attached to Acting First Assistant Engineer James G. Young, senior engineer of the vessel.

We are, respectfully, your obedient servants,

H. NEWELL,
Chief Engineer.

R. W. McCLEERY,
Chief Engineer.

N. B. LITTIG,
First Assistant Engineer.

A. K. EDDOWES,
Acting First Assistant Engineer.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

U. S. S. WEEHAWKEN,
Port Royal Harbor, S. C., February 7, 1863.

SIR: I have the honor to report our arrival direct from Newport News, which place we left on Sunday last, the 1st of February.

The weather at the time of leaving was good, but on Sunday night it commenced blowing hard and on Monday we had a gale from the S. W. It abated toward night, and we passed Cape Hatteras with pleasant winds.

On Tuesday it blew a gale from the N. E., which went round the

compass, making a very rough sea. The first blast from the N. W. was very violent; it took up the heavy brass top of our compass and hurled it overboard. The maker had trusted to its weight for keeping it in place. After this we had to rely in a great measure upon following the *Lodona*.

Wednesday, the 4th, we had a gale from the N. E. It blew very hard all Wednesday night. I have heard, indeed, from several sources since I came into port that this was the hardest storm of the whole winter.

The waves were high and violent. The wind abating little of its strength, hauled to the S. E. and made a cross sea. On Tuesday the observation was very poor, the *Lodona* and *Weeharcken* differing 9 miles in the latitude observed. On Wednesday and Thursday we did not see the sun. Thursday afternoon, however, we made the light-boat off this harbor and came into port.

In all these successive gales the vessel behaved admirably. The leak was easily kept under by the Worthington and bilge pumps.

Everything I saw confirmed the opinion formerly expressed—to the effect that the vessel's strength is the limit of her seagoing ability.

I have not yet found any signs of strain or injury from the very bad weather we have encountered.

While so far the hull has stood triumphantly the tests to which it has been subjected, at the moment of entering Port Royal, while still outside, the trunk of the port engine broke off the piston, canted, and cracked the cylinder longitudinally and transversely. It is a total breakdown.

As the two cylinders were cast in one piece, both must be replaced.

The cylinders of the *Comanche*, building in Jersey City by Secor & Co., are identical in design, made from the same drawings, and cast from the same patterns. They are finished and can be sent here immediately.

They can be at work ten days after they arrive.

The trunk shows signs of an old crack all around the bottom, where it gave way, and the cylinder and waste pipe contained fifty-five scraps of iron, two of them three-fourths-inch bolts 2 inches long, the rest smaller. The iron of the trunk is, as far as I can judge, of poor quality.

I do not think that any skill or care on the part of the engineers could have avoided the breakdown.

The trunk, previously cracked, gave way while fairly at work and working well.

The cylinder had no water in it, and we were not making more than forty turns of the propeller at the time.

The cylinder head had not been off since the vessel left the contractor's hands; indeed the haste left no time for any examination of it.

It is not impossible that the first crack was received when the air-pump gear gave way at the dock in Jersey City.

I have hopes that one engine may be made to work, though without a counterbalance it will scarcely do satisfactory service.

I have the honor to be, your obedient servant,

JOHN RODGERS,
Captain.

Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Colhoun, U. S. Navy, commanding U. S. S. Lodona, to proceed to duty off Charleston, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: The necessities of the public service require me to divert you from your original destination.

You will therefore proceed with the *Lodona* under your command off Charleston and report to the senior officer present for blockading duty off Bull's Bay.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander E. R. COLHOUN,
U. S. S. *Lodona*, Port Royal, S. C.

P. S.—You will tow the coal schooner *E. W. Gardner* off Charleston.

S. F. DU P.,
Rear-Admiral.

Report of Rear-Admiral Du Pont, U. S. Navy, suggesting improved means of furnishing supplies to the squadron under his command.

No. 67.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 9, 1863.

SIR: I dislike extremely to utter complaints to the Department, knowing its anxiety and efforts to meet every requirement, but the necessities of my squadron should be made known to it.

Our requisitions for general stores, I have reason to believe, are immediately attended to by the bureaus in the Department, so far as transmitting them to the navy yards for fulfillment, but there seem to be unaccountable obstacles to our receiving them.

When the *Courier* went north, the time before the last, I wrote to the Department by her under date of November 28, 1862, stating that I had forwarded to the Bureau of Equipment and Recruiting requisitions for stores urgently needed in the squadron, and suggested that the *Courier* be sent back with them as early as possible. She remained over a month and finally came with bread, but with none of the other articles that were required.

We have been out of oil for machinery; coal is not more essential; the Bureau was written to and replied that the requisition had been sent to New York; we were purchasing from transports or wherever it could be found, 2 or 3 barrels at a time. Finally the *Union* came with some, but it was stowed under all her cargo and the captain wished to defer its delivery until his return from the Gulf, which, however, I would not allow.

This vessel was to have brought important parts of the ration, such as sugar, coffee, flour, butter, beans, and dried fruit, with clothing, but she did not. The articles named are exhausted on the storeships of this squadron.

The supply ships, particularly the *Circassian* and *Blackstone*, have given us no satisfaction; valuable property belonging to officers has been damaged and lost on board, and the greatest confusion was everywhere apparent.

I earnestly asked for and was promised the *Massachusetts* to run to Port Royal for the supply of this squadron, which would have obviated many of the above difficulties. On the 17th of this month this vessel will have been north three months, and the last time I heard of her they were withdrawing workmen instead of accelerating her movements. The *Arago*, United States transport, of 2,000 tons, made her last round trip in eleven days, bringing large cargoes.

My commanding officers complain that their wants are not supplied, and I have been so tried by the increasing demands for articles which I could not supply that I can defer no longer addressing the Department on the subject.

I desire to cast censure nowhere; I know what the war pressure is; but, if permitted to do so, I can point out a remedy, viz, that the Bureau of Equipment be represented in the navy yards, as are the Ordnance and Provision bureaus, in which system and regularity prevail, as well as in the shipping of coal from Philadelphia, since the appointment by the Department of an officer to superintend the same; that a commander should see to the supplies of the general requisitions; that a lieutenant or other officer should see to the supply and storeships, to whom a clerk should be allowed to keep receipts and deliver the stores; that sutlers should be discarded from the supply ships, and the latter made to receive packages addressed to officers of the squadrons and receipt for them.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Eastman, U. S. Navy, to assume command of the U. S. S. Conemaugh.

FLAGSHIP WABASH,

Port Royal, S. C., February 9, 1863.

SIR: You are hereby temporarily detached from the U. S. S. *Keystone State* and ordered to take command of the U. S. S. *Conemaugh*, relieving Commander R. Werden, who is ill on board of the *Vermont*.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Lieutenant-Commander T. H. EASTMAN,

U. S. S. Keystone State, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Eastman, U. S. Navy, commanding U. S. S. Conemaugh, to assume command of the blockade off Georgetown, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 10, 1863.

SIR: You will please proceed with the *Conemaugh* under your command to Georgetown and relieve the *Sebago* in charge of those waters, sailing at daylight.

Commander Beaumont will give you every information, and after consulting with him you will exercise your own judgment in the proper disposition of your vessels, recent events inducing me to recommend unusual vigilance.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander T. H. EASTMAN,
U. S. S. Conemaugh.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, to render aid in saving the cargo of the schooner Lotus.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 10, 1863.

SIR: The *Conemaugh*, Lieutenant-Commander T. H. Eastman, relieves you at Georgetown, on the arrival of which vessel you will return to Port Royal.

Before you leave, I desire that you will render every assistance in saving the cargo of the schooner *Lotus*, much of which I believe is for the Army and Navy. An agent of Adams Express Company goes up on the *Conemaugh*, and a schooner sailed to-day to receive the cargo saved.

Of course I mean that you must only give a reasonable time to carry this out.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. Sebago, Georgetown.

Commendatory letter from Rear-Admiral Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, for his service in Charleston Harbor.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 10, 1863.

SIR: I have to acknowledge the receipt of your communication of the 31st ultimo, reporting your operations in pursuance of my orders of the 24th January.

Your examination of the channels and water on the Charleston Bar seem to have been conducted with great skill and boldness, and I beg you to receive my thanks and commendation for the same and for the important information obtained.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. O. BOUTELLE,
Assistant, Coast Survey, U. S. Coast Survey Steamer Bibb.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, announcing the assignment of army officers for the examination of Ogeechee and Wilmington rivers.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., February 11, 1863.

ADMIRAL: In reply to your kind note of yesterday's date, I have the honor to inform you that immediately on its receipt I detailed Brigadier-General Seymour, my chief of staff and of artillery, and Captain Duane, U. S. Engineers, to visit the Ogeechee and Wilmington rivers, with a view of carrying out as soon as possible the very necessary work suggested in your note.

In the judgment and skill of these officers I have perfect confidence, and so soon as they have decided what works and obstructions are necessary and where they had best be placed, no effort will be spared to carry out their views immediately.

I have the honor to be, admiral, with the highest esteem, your very obedient friend and servant,

D. HUNTER,
Major-General, Commanding.

Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

P. S.—General Seymour and Captain Duane started yesterday evening at 5 p. m. on the reconnoissance.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. steamers Pawnee and Patapsco.

No. 74.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 11, 1863.

SIR: I have the honor to report to the Department the arrival here on the morning of the 10th instant of the U. S. S. *Pawnee*, towing the U. S. ironclad steamer *Patapsco*.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding vessels assigned to the holding of Stono River.

No. 76.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 11, 1863.

SIR: I have the honor to report to the Department that the *Huron*, *Unadilla*, and *Commodore McDonough* are now in Stono. To-morrow at daylight the *Pawnee* will leave here for that station, which, with the force already there, will be sufficient to hold those waters, except

against ironclads coming through Wappoo Cut. I continue to hold Stono, at the earnest request of the military authorities here.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, to assume command in Stono River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 11, 1863.

SIR: You will proceed with the *Pawnee* under your command and take charge of the waters of Stono. The *Huron* you will dispatch to the blockade off Charleston, retaining the *Unadilla* and *Commodore McDonough*.

You will also receive on board a detachment of soldiers, with an officer, who are to be used as pickets on Cole's Island to watch the rebels and give immediate information of any attempt on their part to reoccupy the forts. These men will live on board and be rationed by you, and at your option you can distribute them among the different ships.

Lieutenant-Commander Bacon, of the *Commodore McDonough*, can give you much information of those localities. The use of Folly River may be of great importance in pending operations.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commander G. B. BALCH,

U. S. S. Pawnee, Port Royal.

Report of Rear-Admiral Du Pont, U. S. Navy, requesting the return of vessels sent north for repairs.

No. 75.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 11, 1863.

SIR: I have to report to the Department that the steamers *Mohawk*, *Madgie*, and *Potomska* are broken down. The *Quaker City* can only hold out for a few weeks more. I have no vessels to take their place.

Under the pressure upon me, the *Rhode Island* not having come back from Hampton Roads, sent there to tow one of the ironclads, I have been obliged to detain the *Lodona*.

May I ask the Department to send me some of my ships ordered north for repairs, such as the *Bienville*, *Florida*, *Alabama*, *Wamutta*, and *Hale*?

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Commendatory letter from Rear-Admiral Du Pont, U. S. Navy, to Assistant Boutelle, U. S. Coast Survey, regarding the rescue of the transport steamer Pilot Boy.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 11, 1863.

SIR: I have to acknowledge your communication of February 3, reporting your proceedings in the execution of my orders of the 31st ultimo, which, in consequence of the pressure on my available vessels, I was compelled to request you to carry out.

But whether in the discharge of your more legitimate duties of the Coast Survey, or when called upon to perform services as a vessel of the squadron, I find you ever ready and willing.

Your going off and rescuing the transport steamer *Pilot Boy*, wholly disabled, belonging to General Foster's command, finding her at sea and towing her 130 miles, is very creditable to your energies, and I presume General Foster will make a proper acknowledgment of the same.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. O. BOUTELLE,
Assistant, Coast Survey, U. S. Coast Survey Steamer *Bibb*.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the disabled British steamer Ossian.

No. 79.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 12, 1863.

SIR: A British steamer, the *Ossian*, in the employment of the French Government as a transport, bound to Europe, appeared off Charleston on the 7th instant in distress, with her engines broken.

The French officer in charge asked permission to go into Charleston to be repaired, which, however, Captain Godon, the senior officer present, would not permit, but informed him that he might obtain assistance at this port.

She accordingly came here, and as there are no means of repairing the engines here, and the Army not being able to render any assistance, I have permitted the *Mercedita* to tow her north.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, referring to the disposition of the U. S. S. Mercedita.

No. 80.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 12, 1863.

SIR: The *Mercedita* having been repaired of the injuries received from an attack of two rebel rams or ironclads, off Charleston, on the morning of the 31st ultimo, I am dispatching her to Philadelphia.

The Department has been informed in my previous dispatches that this vessel surrendered to the rebel naval force on that occasion and that her crew and officers were paroled by verbal agreement, the enemy having refused to take off the crew and officers, though nothing was said of the vessel itself, believed by both parties to be sinking.

The court of enquiry which I immediately convened to enquire into all the circumstances of this surrender, and particularly into the terms of the parole, have not yet disclosed their investigations; but I have scrupulously avoided doing anything which could be construed into any violation of those terms as understood by me. No change has been made in her armament, nor has anything been removed from her, everything awaiting the orders of the Department.

I would not, in sending her north, let her tow the gunboat *Ottawa*, now in the harbor and broken down, which vessel I desire much to get to a navy yard. She tows, however, an English steamer, *Ossian*, referred to in my dispatch No. 79, 1863.

I only send a few sick in her. The proceedings of the court of enquiry will be forwarded by the next mail.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Order of Commander Steedman, U. S. Navy, to Acting Ensign Wood,
U. S. Navy, commanding U. S. schooner Norfolk Packet.*

U. S. GUNBOAT PAUL JONES,
St. Simon's, Ga., February 13, 1863.

SIR: You will, at the first favorable opportunity to cross the bar, proceed with the *Norfolk Packet* under your command to Port Royal, and on your arrival report to Rear-Admiral S. F. Du Pont.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Acting Ensign [GEORGE] WILLIAM WOOD,

Commanding U. S. Schooner Norfolk Packet.

Order of Commander Balch, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, to proceed to duty off Charleston, S. C.

U. S. S. PAWNEE,
Off Stono Inlet, South Carolina, February 13, 1863.

SIR: You will proceed off Charleston, by order of the admiral, and report to the senior officer for duty.

Very respectfully,

GEO. B. BALCH,

Commander, U. S. Navy, and Senior Officer Present.

Lieutenant-Commander GEORGE A. STEVENS, U. S. Navy.

[Telegram.]

NAVY DEPARTMENT, *February 13, 1863.*

Chief Engineers Stimers, Faron, several hands, and a new cylinder will go out by the *Mary Sanford* as soon as they are ready. Direct the vessel to proceed to Port Royal with the utmost dispatch. Try and get her off to-morrow night.

GIDEON WELLES.

Rear-Admiral PAULDING.

Commandant New York Navy Yard.

Order of the Secretary of the Navy to Chief Engineer Stimers, U. S. Navy, to proceed on special duty to Port Royal, S. C.

NAVY DEPARTMENT, *February 13, 1863.*

SIR: Proceed to Port Royal, S. C., without delay and report to Rear-Admiral Du Pont for special duty connected with the ironclad steamers, rafts, and submarine shells under his command.

Upon the completion of these duties you will return to your station at New York.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*Chief Engineer ALBAN C. STIMERS,
U. S. Navy, New York.

Letter from the Secretary of the Navy to the Secretary of State, transmitting dispatch from Rear-Admiral Du Pont, U. S. Navy, advising the withdrawal from Charleston Harbor of H. B. M. S. Petrel.

NAVY DEPARTMENT, *February 13, 1863.*

SIR: I have the honor to invite your attention to the accompanying dispatch* from Rear-Admiral Du Pont, and particularly to his suggestion in reference to the importance of the *Petrel* not being permitted to remain in Charleston Harbor. Your immediate action in this matter is respectfully requested.

A steamer leaves for Port Royal to-morrow evening, and any communication which Lord Lyons may desire to make to the commander of the *Petrel* will be promptly forwarded if sent to you and thence to this Department.

The dispatch of Rear-Admiral Du Pont and its enclosures being confidential, it is suggested that no more of their contents be communicated to Lord Lyons than may be actually necessary to effect the object in view, and particularly that Captain [John F.] Ross may not be implicated.

I will thank you to return the dispatch and enclosures as soon as you have finished with them.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*Hon. WM. H. SEWARD,
Secretary of State.

* See p. 601.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the request of the latter for the withdrawal from Charleston Harbor of H. B. M. S. Petrel.

NAVY DEPARTMENT, *February 13, 1863.*

SIR: The Department this morning received your confidential dispatch (No. 70) and enclosure, and immediately referred them to the Secretary of State and requested that action should be at once taken in the matter.

A copy of the reply of Mr. Seward is herewith transmitted.

Very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, February 13, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of this date and to return the papers which accompanied it. Lord Lyons, whom I have seen, assures me that the suggestions of Captain Turner in regard to the withdrawal of the *Petrel* from Charleston shall be complied with.

In my interview with his lordship I took care to abstain from any unnecessary reference to the communications from the Navy Department.

I have the honor to be, sir, your obedient servant,

WM. H. SEWARD.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, for the delivery of dispatch from Lord Lyons to the commander of H. B. M. S. Petrel.

NAVY DEPARTMENT, *February 13, 1863.*

SIR: Enclosed is a sealed communication from Lord Lyons to the commander of H. B. M. S. *Petrel*, at Charleston, which you will please have delivered immediately, as it is probably directions for him to withdraw from the harbor.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Rear-Admiral S. F. DU PONT, etc.,
Port Royal, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

No 81.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 15, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. steamers *Sebago* and *Conemaugh*.

Off Bull's Bay, U. S. S. *Lodona*.

Off Charleston, U. S. steamers *New Ironsides*, *Powhatan*, *Canandaigua*, *Housatonic*, *Flag*, *Quaker City*, *James Adger*, *Augusta*, *Huron*, *Memphis*; schooners *G. W. Blunt* and *America*.

In Stono, U. S. steamers *Pawnee*, *Unadilla*, and *Commodore McDonough*.

In North Edisto, U. S. S. *South Carolina*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. steamers *Passaic* and *Marblehead*.

In Ossabaw, U. S. steamers *Montauk*, *Seneca*, *Wissahickon*, and *Dawn*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Potomska*, *Madgre*; barks *Braziliera*, *Fernandina*, and mortar schooner *Norfolk Packet*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, most of them undergoing repairs and taking in provisions, U. S. S. *Wabash*, ship *Vermont*, steamers *Weehawken*, *Key-stone State*, *Patapsco*, *Wamsutta*, *Stettin*, *Ottawa*; schooners *Para* and *C. P. Williams*, and tugs *Daffodil*, *Columbine*, [*O. M.*] *Pettit*, *Rescue*, and *Dandelion*. The U. S. S. *Flambeau* and schooner *Hope* are used as dispatch boats.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. S. Wamsutta, to proceed to duty at St. Simon's, Ga.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 15, 1863.

SIR: You will proceed with the U. S. S. *Wamsutta* under your command to St. Simon's and report for blockading duty to Commander C. Steedman, senior officer present, delivering mails and packages intended for the vessels there.

Before leaving you will send in a complete list of the officers of your ship.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Acting Volunteer Lieutenant J. W. KITTREDGE,

U. S. S. Wamsutta.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. S. Wamsutta.

No. 82.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 16, 1863.

SIR: I have the honor to report to the Department the arrival here on the 13th instant of the U. S. S. *Wamsutta*, towing a derrick vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Balch, U. S. Navy, regarding condition of affairs in Stono Inlet, South Carolina.

U. S. S. PAWNEE,
Stono Inlet, South Carolina, February 16, 1863.

SIR: I have the honor to report that I anchored off this place on the evening of the 12th, and should have come in at high water next evening, but a stiff breeze from the N. E., and which finally increased on the 14th to a moderate gale, raised such a heavy swell on the bar as to render it highly imprudent to attempt to cross. The *McDonough* came out yesterday evening, but I did not deem it safe to attempt it—an opinion in which I was strengthened by that of Captain Garfield. This morning, the sea having gone down, Captain Garfield brought the *Pawnee* over the bar, carrying not less than 12 feet 3 inches of water, and we did not touch bottom.

I dispatched the *Huron* on the 13th instant to the blockade off Charleston, she being at anchor outside the bar, the low run of tides having prevented her getting in.

I have received much information from Lieutenant-Commander Bacon, of the *Commodore McDonough*, as to the localities of batteries, etc. The design of the rebels seem to be directed to strengthen themselves on John's Island, and perhaps anticipate an advance by the old route from Edisto. If this be so, I judge from your instructions that it would be well to let them remain under that belief. From the Folly Island side we have but little information, though it is supposed that the enemy, having seen the reconnoitering force on that island when General Foster was here, have also turned their attention in that direction.

I forward Lieutenant-Commander Bacon's report of the capture of the *Isaac Smith*. The detail of soldiers under Captain Rice are on board, and will be used as pickets on Cole's Island as soon as I can place them there. I have sent a picket boat off the western end of that island, that I may have timely warning of the approach of the enemy. This has been done heretofore, and is a judicious arrangement.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. Patapsco, regarding the cruise of that vessel from Hampton Roads to Port Royal, S. C.

IRONCLAD PATAPSCO,
Port Royal, S. C., February 16, 1863.

SIR: As directed by you, I have the honor to make the following report of the passage of the *Patapsco* from Hampton Roads to this point:

The discretionary orders from Acting Rear-Admiral Lee enabled me to choose the time of sailing and to put in if deemed advisable, and thus avoid possible injuries from stress of weather.

The cessation of a gale of some days' continuance gave a favorable opportunity to leave Hampton Roads on the evening of the 30th ultimo, in tow of the *Pawnee*. Our engines during the passage were kept under a steam pressure of about 20 pounds, and making an average of from 35 to 40 revolutions and a velocity a little exceeding 6 knots.

At 2 p. m. of the 31st Cape Hatteras light bore about northwest, some 4 miles distant; water smooth. A special signal was made on board the *Pawnee*, indicating dangerous soundings, and both vessels were sheered to port, the vessel parting her hawser from its leading broad on the bow and striking lightly once or twice—so lightly that I asked if she had not struck, not feeling certain of the fact. Finding the vessel afloat, I let go the anchor in order to secure our safety and to enable us to sound out the channel with boats. In the meantime the *Pawnee* had sheered off and laid in 7 fathoms water. Our coast pilot came from her in one of her boats with lead and line provided, which he did not use, an omission which I could not pardon, and which led to his discharge on our arrival at this port.

Following a boat, we sounded our way through and proceeded on our way under tow without further difficulty. As the pilot went through that channel from choice, and as it is the usual one for coasters, I did not suppose it a risk, the more as at the time of our going through there were several other vessels in transit.

At 8 p. m. a southwest breeze sprang up, and by 11 blew half a gale. It then gradually subsided, until at daylight it was almost calm. The rapid variations of the barometer, as well as rise, and the general appearance showed an unsettled state of the weather. I determined to go into Beaufort, N. C., and arrived off the bar at 5 p. m. of the 1st February, but, no pilot coming off until dark, we anchored and entered the port at daylight of the 2d, when I reported our arrival to the honorable Secretary of the Navy and stated that I hoped to leave that evening, and made report, as per general order, in relation to the vessel having struck.

We coaled without delay. At 2 p. m., when on the point of leaving, the pleasant northwest breeze, though with a suspiciously high barometer, changed to an easterly gale, which blew with great violence until the 6th, when the sea was so heavy on the bar as to cause yet further delay.

On the morning of the 8th February we left, again in tow of the *Pawnee*, the weather gradually becoming pleasant and the water smooth. At 3 a. m. of the 10th we anchored near the outer buoy of the Southeast Channel, and at 8 a. m. came into this port.

The steadiness of this class of vessel in a seaway is remarkable, purchased, no doubt, by the disadvantage of a great strain on the upper works. Should the sponsons now being placed on some vessels of this class not meet the expectations of the Department, I will be pleased to present some ideas in relation to that subject. I take pleasure in stating that the vessel and engines appear to be well built, and that I believe them to be in good condition. Some ideas in relation to a supposed advantageous mode of leveling and pointing guns in this class of vessel I will be pleased to submit to you upon a personal inspection of the vessel.

I have the honor to be, very respectfully, your obedient servant,
 DANL. AMMEN,
Commander.

Rear-Admiral SAML. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Commander Reynolds, U. S. Navy, commanding U. S. ship Vermont, urging the need of store hulks for ordnance material.

U. S. SHIP VERMONT,
Port Royal Harbor, S. C., February 16, 1863.

SIR: Ever since I took command of this ship I have been impressed with the difficulty which attends her administration as an ordnance, hospital, receiving, and store ship, and have endeavored to carry on these various duties without allowing those of one department to interfere with those of another, and without endangering too much the safety of the vessel, but I am and have been so seriously embarrassed in regard to the ordnance matters that I feel compelled to make some representation thereof to the admiral commanding.

The demands for ordnance material are so numerous and so constant that to observe the usual precautions of the service in receiving and delivering such is to seriously interrupt and interfere with the daily wants of the ship herself. Not to observe them is to incur more or less of risk.

Hitherto I have observed such as were practicable, and thus far without accident, but the question occurs so frequently as to be of very great perplexity. It would be of no moment if the wants of only a single ship were concerned, but it becomes of importance when the occasion is so frequently happening, as has been and as must continue to be the case.

This is not, however, the most serious difficulty. The loading and the unloading of shell—operations always attended with liability of explosion in despite of every care—seem to me to involve too much risk to be practiced on board this ship at all.

With every possible precaution that can be taken, shells of any make will and do explode during this process, and if such an accident should happen here the ship would probably be destroyed. She has on board too many wounded and sick men, her own crew, and a valuable amount of stores—too much material to be jeopardized by using her also as a magazine. If it be at all practicable to procure two hulks, one to be used as a magazine for powder and the other for loading shell, the safety of the ship and of this important material will certainly be much

more assured than at present. If but one hulk could be had for the latter purpose, the risk in every respect would be very much lessened.

I present these suggestions, sir, for your consideration, and am,

Very respectfully, your obedient servant,

WM. REYNOLDS,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Captain Turner, U. S. Navy, regarding a blockade runner ashore near Fort Beauregard, S. C.

U. S. STEAM FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 17, 1863.

ADMIRAL: Upon the rising of the thick fog which has been prevailing here for several days I discovered a vessel (a steamer) on shore immediately under Fort Beauregard (near the Moultrie House).

I am under the impression that she was attempting to run the blockade out, as her head is downstream. She is high and dry, the sea making a clean breach over her in the gale of yesterday. I doubt if they will be able to get her off at all.

It was my intention to have sent a vessel as near in as was safe to endeavor to destroy her, but in consultation with Captain Godon, who is now on board, and my pilot, I have deemed it inexpedient. It is decided by them that we could not approach nearer than 3 miles. It would therefore not be worth the attempt, and I have abandoned it.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Ottawa, to proceed to New York for repairs to that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 17, 1863.

SIR: As there appears to be no probability of your obtaining a tow north, and as you are of opinion that you can proceed safely under sail and partly under steam, you will leave as soon as you can prepare for sea, and on your arrival at New York you will report to the Navy Department by letter.

You are aware what repairs are necessary to your vessel, and I can trust to your well-known zeal to hasten them forward as rapidly as possible.

Respectfully, your obedient servant,

S. F. DU PONT,
[Rear-Admiral, Comdg.] *South Atlantic Blockading Squadron.*

Lieutenant-Commander W. D. WHITING,
U. S. S. Ottawa, Port Royal.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of the commanding officer of the steamer Ericsson regarding the passage of that vessel from Hampton Roads.

No. 87.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 18, 1863.

SIR: I have the honor to report the arrival yesterday of the steamer *Ericsson*, having in tow one of the three rafts with which she left Hampton Roads. The loss of a fourth raft, which occurred previous to her arrival there, has already been communicated to the Department.

Enclosed (marked No. 1) is the report of Acting Volunteer Lieutenant E. H. Faucon, explaining the loss of two of the said rafts.

As the steamer *Augusta Dinsmore* sails to-morrow, I have directed him to take passage on her and to report his arrival north to the Department by letter.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

STEAMER ERICSSON,
Port Royal, February 17, 1863.

SIR: I have the honor to submit to you the following report of my passage to this place from Fortress Monroe:

On Tuesday, the 10th instant, we weighed and steamed to sea with three rafts in tow; weather fine. At 6 p. m. Cape Henry, west 10 miles.

The rafts had been refastened at Fortress Monroe in the following manner: One end of a 1½-inch chain was passed down through the hawse pipe in the center of the third raft, brought along and underneath and forward, and shackled to its own port in the upper side, thus forming a running eye around one-half of the raft; the chain then led forward over the upper portion of the second raft, down through the hawse pipe, and then forward to the front end; a piece of 1½-inch chain was then shackled to the port near the hawse pipe, brought forward and secured to the forward end, making a long eye like a cut splice, and preventing the chain from rendering either way.

The front raft was secured in a similar manner and attached to the ship by four 9-inch hawsers.

A hole on either side and at the front end of the first raft was cut and a piece of chain 13 feet long, 1½ chain, rove through it; one end of this chain was fastened to a ring bolt, 2 inches in diameter, and the other end to a hawser; the other two hawsers were shackled to the chain amidships.

The rafts were fastened 50 feet apart. In addition to the above, a 1½ chain connected the first and second rafts at each side.

On the 11th, at 2:30 p. m., a shackle 2 inches in diameter broke in two places; stopped the engines; lowered a boat, and although there was an ugly sea on, washing over the rafts, and making it very difficult for the men to keep their feet, we succeeded in having everything re-secured by 5:30 p. m.

On the 12th it blew very fresh from S. E., and at sunset there was a large sea on. Although the steamer had barely steerage way, making 4½ revolutions, the front raft buried a good deal.

At 10:45 p. m., the steamer lying to with main trysail set, the second and third rafts broke away from the first and were lost. At this time Cape Hatteras bore N. N. E., 40 miles.

As it was blowing hard, with much sea on, nothing could be done.

On the following morning found that the flagstaff in the front raft had washed away.

Before leaving New York I had a flagstaff 14 feet long, with a red and blue flag attached to it, placed on one of the rafts, that in case we had to slip the rafts, we might the more readily find them. Having experienced, when off Cape Henry, bound in, the advantage of this, I put similar flags on all the rafts at Fortress Monroe.

The gale continued until the evening of the 13th. I beg leave here to remark that, with my present experience, I think it impracticable, at least at this season, to tow rafts, and in the mildest portion of the year you may get along with one and possibly two rafts, but no more.

If, when it blows fresh, you keep steerage way on the ship, and it is imperative to do so, the rafts will bury in the sea, and if you seek to remedy this by slowing down, your ship becomes unmanageable. With the wind abaft the beam, you can not control the action of the wind on the hull, smokestacks, and spars; and if under such circumstances you lessen the number of revolutions made by the engine, the vessel ceases to answer her helm.

At no time should the speed of a vessel in towing rafts exceed $3\frac{1}{2}$ knots.

I have had a most anxious and difficult duty to perform. My best efforts have most assuredly been given to it, and no one can regret more than myself that the success has been so small.

Very respectfully, your obedient servant,

E. H. FAUCON,

Acting Volunteer Lieutenant.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Faucon, U. S. Navy, late commanding steamer Ericsson, to return north.

FLAGSHIP WABASH,

Port Royal Harbor, February 18, 1863.

SIR: Having executed your trust, you will, in accordance with the orders of the Department, return north, taking passage in the steamer *Augusta Dinsmore*, and on your arrival report to the Secretary of the Navy by letter.

I have read your account of your passage to this port from Hampton Roads, and though you have succeeded in bringing here only one of the three rafts with which you left the Roads, you appear to have exercised all care and vigilance, doing your duty faithfully and well, the loss of the rafts being beyond your control. I have forwarded a copy of your report to the Navy Department.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant E. H. FAUCON,

Steamer Ericsson.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the preparation for service of the U. S. S. Catskill.

Confidential.]

NAVY DEPARTMENT, February 18, 1863.

SIR: The Department believes that with great exertion it will be able to get the *Catskill*, Commander George W. Rodgers, to Port Royal in the course of the next ten days.

After the attack upon Charleston you will send one ironclad back to Hampton Roads for the attack upon Wilmington. The others to be sent as previously ordered.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Memorandum by Captain Drayton, U. S. Navy, of information given by two contrabands from Thunderbolt Battery, Georgia, February 18, 1863.

Are both employed at saltworks above Thunderbolt, at which place are two batteries, mounting each four guns, and they are now employed extending the works.

At 7 a. m. of the 4th the small steamer *Savannah* passed by and entered Burnside, or as they call it, Skiddaway River, and at 11 the *Fingal* followed, but not entering it more than a mile, when the *Savannah* returned and the *Fingal* went back to Thunderbolt, as they say, on account of the report that the *Montauk* blocked the way. They say that the bridges over Burnside River have been removed, and that the story is the *Fingal* can go through, but as she would still come out below our vessels, was afraid to try it. They seem to think that the movement was made to satisfy the Savannah ladies, who insisted something must be done. When they left Savannah yesterday the *Fingal* was lying between Fort Jackson and the city. To get her out it was found necessary to blow up the cribs at Fort Jackson, as it was found impossible to otherwise open a passage. An ironclad was to be launched to-day, and it was said then Fort Pulaski would be taken. One of the men who worked on the *Fingal* says she steams very well; draws 16 feet. She stayed one day at Thunderbolt. The channel through [St.] Augustine Creek has been filled up, as known to our pilots, and a new one dug out with a mud machine.

Say that the blacks are still very uncertain as to how they will be treated by us, making believe the story of their masters about being sold to Cuba, as we are only fighting to get cotton and niggers. One says he was deterred from running away sooner by this.

The only vessels at Savannah on February 15 are two small schooners. One has been there a long time, the other arrived, passing by Thunderbolt, just before a visit made by one of them to Savannah on the 29th January; are quite certain no other vessels are there except the usual river steamers.

One of the *Montauk's* shot or shell has been taken to Savannah. All blacks have been taken to the up country; none are left within our

reach. They were obliged to send up for those to repair the Ogeechee Fort. Tattnall is in command of the *Fingal* and Captain Jones of the new ironclad about being launched. There are three batteries on St. Augustine Creek—one at Thunderbolt, another at Bonaventure, and the third at Causton's Bluff, which is opposite Tybee River.

Cassius, the most intelligent of the two contrabands, has been a fireman on one of the small steamers used for inland navigation, and says he is a good pilot. He says that one of the shots thrown by the *Marblehead* on the day that I went up the river, fell inside of the Thunderbolt battery.

Forwarded for the information of the Department.

S. F. DU PONT,
Rear-Admiral.

Order of Commander Steedman, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, commanding U. S. S. Wamsutta.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Ga., February 18, 1863.

SIR: You will please proceed with the U. S. S. *Wamsutta* under your command to Doboy. Acting Master Buckholdt, who will accompany you as pilot, will place your vessel in position as directed by me.

You will please take the *Fernandina* in tow and place her at the entrance of the sound.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Volunteer Lieutenant KITTREDGE,
Commanding U. S. S. Wamsutta.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the effect of the enemy's shot on the U. S. S. Montauk.

No. 91.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 19, 1863.

SIR: The fleet captain, Commander C. R. P. Rodgers, returned this evening from Wassaw and Ossabaw, where I had sent him. At the latter place he saw Commander Worden and examined the effects of the enemy's shot on the *Montauk*. One result referred to by him had previously been called to my attention, though I have not yet reported it to the Department. I allude to the effect of shot on the pilot house, causing by concussion or percussion, the large nuts screwed on to the bolts inside to fly off with great violence, wrenching off the end of the bolt itself; they cross the pilot house and rebound from the opposite side. This renders the pilot house most dangerous, and, indeed, if often struck, untenable, and such in the engagement with the Ogeechee battery was almost the case on the *Montauk*, nearly ten of these nuts having been wrenched from the bolts, as above stated.

Our machine shop has been at work making new bolts, and Commander Worden would like to have them all replaced, but they are large and heavy, and we shall not be able to do it. We are also preparing a screen of boiler iron to go around the pilot houses.

It may be well to mention that the above effect was produced without the round head of the bolt outside being struck, but by the impact of a shot between the bolts, not weighing over 32 pounds; no such effect, however, was produced on the turret.

Thinking the Department would like to have these facts, I write them in haste, to save the mail.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Dahlgren, Chief of Bureau of Ordnance, forwarding requisition for ammunition.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 19, 1863.

SIR: I believe we have ammunition enough, yet it seems difficult to settle down to a conviction of this, hence a requisition for more is herewith forwarded.

I desire to thank the Bureau for its extraordinary promptness in meeting our demands and for its arrangements at Fortress Monroe.

Will the Chief of Bureau give us his experience or belief as to the penetration into brickwork of the XV-inch shell? If its size and weight would give greater results in proportion than lighter shell, fewer cored shot would answer.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Captain J. A. DAHLGREN,

Chief Bureau of Ordnance.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to St. Simon's, Ga.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 21, 1863.

SIR: You will please proceed to St. Simon's with the *Keystone State* under your command and report to Commander Steedman, senior officer present, for blockading duty in those waters, taking with you the mails, if any.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commander W. E. LE ROY,

U. S. S. Keystone State.

Attack, February 21, 1863, upon Federal flag of truce carrying dispatch from the British minister to the commander of H. B. M. S. Petrel, at Charleston, S. C.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Lieutenant-Commander Upshur, U. S. Navy.

No. 96.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 24, 1863.

SIR: I have the honor to enclose (marked No. 1) Lieutenant-Commander J. H. Upshur's report, by which the Department will perceive that Lord Lyons' dispatch to the commander of H. B. M. S. *Petrel* was delivered immediately after it was received by me.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. FLAMBEAU,
Port Royal, S. C., February 23, 1863.

SIR: In obedience to your order of 20th instant, I proceeded in this vessel to Charleston and reported my arrival to the senior officer off that port, at 6:30 p. m. of the same day. On the following morning, February 21, I got underway, and standing in toward Fort Sumter, with a flag of truce at the fore, anchored near the bar and fired a gun to attract attention. After waiting an hour, and seeing no response to my signal, I got underway and anchored again about a mile from the shore along Maffitt's Channel. About thirty minutes after anchoring, a heavy rifle shot was fired at us from the battery at Breach Inlet, which passed over and very near our deck. This shot was succeeded by three others at intervals of some three or four minutes. I am glad to state that an officer, Captain [J. G.] King, from Fort Sumter, who met my flag of truce an hour later, disavowed any intentional insult, and gave a satisfactory explanation of the firing upon me.

In accordance with your directions I delivered to Captain King the dispatch from Lord Lyons to Commander Watson, of H. B. M. S. *Petrel*, and also the messages written to Lieutenant Conover, Master Sheldon, and Engineer Pemble, now at Columbia, S. C., offering to send them any moneys or clothing they might be in need of. The dispatch and messages were politely received by Captain King and Adjutant Nance, who accompanied him, with the promise that they would be duly delivered, and that when replies came from those gentlemen at Columbia a flag of truce displayed on Fort Sumter would indicate a wish to communicate, at which time one of our vessels could go in and receive them.

I am, sir, very respectfully, your obedient servant,

J. H. UPSHUR,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting correspondence with the Confederate authorities.

No. 137.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 19, 1863.

SIR: In one of my previous dispatches I informed the Department that the *Flambeau* had, under a flag of truce, crossed the Charleston Bar to deliver a communication to the commanding officer of H. B. M. S. *Petrel*, and enclosed Lieutenant-Commander Upshur's report, by which the Department will perceive that his vessel was fired at several times by the rebels.

I now enclose a copy of a letter which Captain Turner, the senior officer, sent in, demanding an explanation, and the reply received (marked Nos. 1 and 2). These have been detained so long, under the expectation that the further communication referred to in the letter of Brigadier-General Jordan would, ere this, have been received.

I also enclose (marked No. 3) a copy of a printed general order, issued by the authorities at Charleston, which was sent to Captain Turner with the preceding letter of General Jordan.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Turner, U. S. Navy, senior officer off Charleston, to General Beauregard, C. S. Army, requesting explanation.

U. S. FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 21, 1863.

GENERAL: Having been charged by Admiral Du Pont, the commander in chief of the U. S. naval forces upon this coast, with the duty of delivering a letter from Lord Lyons, the British ambassador at Washington, to the commander of the English war ship *Petrel*, at anchor in Charleston Harbor, which was sent by an officer from the English embassy direct to Port Royal, I have the honor to represent to you that for this purpose, and for this purpose only, I sent in to-day the U. S. S. *Flambeau*, [Lieutenant]-Commander J. H. Upshur.

That officer informs me that, in obedience to my orders, he proceeded to the entrance of Charleston Harbor, observing all the forms and precautions appropriate to such an occasion, hoisting the white flag at the fore, firing two blank cartridges to attract attention, and, taking up a position sufficiently near only to secure the recognition of the flag of truce, anchored his vessel. Very soon afterwards a shot was fired deliberately at him from a battery on shore, and then three others successively, each of which struck very near his ship.

As I entertain not a doubt that this originated in some mistake, which I can neither account for nor guard against, and as by an arrangement entered into between Commander Upshur and the officers who met him under that flag of truce, I may have occasion to send in a flag of truce again in a few days, I have felt it my duty to call your attention to this occurrence, not doubting that you will be glad to avail

yourself of this occasion to explain it, and point out to me, if such there may have been, any irregularities on my part, which authorized such a violation of the flag, which, from time immemorial, has been used by parties at war with each other to cover and to promote acts of necessity and comity, and often of mercy, to one side or the other, and in this case especially an act of disinterested courtesy and accommodation to the representative of her Britannic Majesty at the Government of Washington.

I have the honor to be, general, very respectfully, your obedient servant,

T. TURNER,

Commodore and Senior Officer Present.

The COMMANDING GENERAL OF THE MILITARY FORCES,

Within the Waters of Charleston Harbor.

P. S.—This letter has been detained for some opportune occasion to send it in.

[Endorsement.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,

Charleston, S. C., February 27, 1863.

Respectfully referred to Brigadier-General Ripley for a report of the facts.

THOMAS JORDAN,

C. S. Army.

Letter from Brigadier-General Jordan, C. S. Army, to the senior naval officer off Charleston, S. C., promising investigation.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,

Charleston, S. C., February 27, 1863.

SIR: Your communication of the 21st instant has been received in the absence of General Beauregard, commanding the forces of the Confederate States in South Carolina, Georgia, and Florida, and I hasten to say that the matter presented shall be carefully enquired into and an answer given as soon as possible.

I must further avail myself of the opportunity to acquaint you that, should you have occasion to communicate under flag of truce with these headquarters, General Beauregard desires that your flag shall be sent to Battery Marshall, at Breach Inlet, on Sullivan's Island. Circumstances make it proper that flags from your fleet shall be received at that point alone for the present.

Respectfully, your obedient servant,

THOMAS JORDAN,

Brigadier-General, C. S. Army, and Chief of Staff.

Commodore T. TURNER,

Commanding U. S. Naval Forces, etc., off Charleston, S. C.

Order of Brigadier-General Ripley, U. S. Army, regarding the navigation of Charleston Harbor.

GENERAL ORDERS, } HDQRS. 1ST MILITARY DISTRICT,
No. 8. } DEPT. S. C., GA., AND FLA.,
Charleston, February 17, 1863.

1. Vessels navigating the harbor will avoid passing through Hog Island Channel, between Mt. Pleasant and Sullivan's Island, and the channel between the flats east of Castle Pinckney and Crab Bank.

2. Hereafter no vessels entering the port at night from abroad will be allowed to pass Forts Moultrie or Sumter until daylight. Their course will be pointed out by the commanding officer at Fort Sumter, to which post each vessel will be required to send a boat to report.

By order of Brigadier-General Ripley:

WM. F. NANCE,
Assistant Adjutant-General, First Military District.

Report of Captain Turner, U. S. Navy, senior officer off Charleston, transmitting additional explanatory correspondence.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 24, 1863.

ADMIRAL: I have the honor to enclose you a letter from the military authorities at Charleston respecting the flag of truce taken in by Commander Upshur, which was fired upon; also a copy of my letter in answer to it.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosures.]

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,
Charleston, S. C., March 4, 1863.

SIR: In further reply to your letter of the 21st, received on the 27th ultimo, I have now to say, after due investigation of the subject, that the facts of the case appear to be as follows:

On the morning of the 21st February, 1863, the U. S. S. *Flambeau* appeared under a flag of truce, distinctly visible, making her way in the direction of the harbor, as if wishing to communicate; being near enough for the purpose of communication, the commander of a battery on Sullivan's Island fired a shot as a notification to the vessel to come to, which, not being complied with, he fired three other shots—not at the vessel, but to stop her course and to make her desist from the soundings which were being made at the time by a boat detached from the *Flambeau*, a proceeding deemed altogether irregular and unwarrantable.

This report of the battery commander is further corroborated by the statements of persons at other points of view.

Respectfully, your obedient servant,

THOMAS JORDAN,
Brigadier-General and Chief of Staff.

Commodore T. TURNER,
Commanding U. S. Naval Forces, etc., off Charleston Harbor.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 23, 1863.

GENERAL: I have the honor to acknowledge the receipt of your communication of to-day. I shall send it immediately to Admiral Du Pont for such explanation as Lieutenant-Commander Upshur may be able to give, who is not at this point at this moment.

I am surprised to receive this version of the affair, because my first lieutenant, who accompanied Lieutenant-Commander Upshur upon that occasion, assures me that he is unaware of any boat having left the *Flambeau* excepting that in which Commander Upshur embarked to meet the officers who came out from Fort Sumter to receive him.

There is, I trust, some mistake on the part of the Confederate officer who fired at the *Flambeau*. She was at anchor when she was fired upon, and I feel assured that the nice sense of honor of Lieutenant-Commander Upshur would forbid the supposition that he would take advantage of such an occasion as a flag of truce to obtain soundings or acquire information of any sort.

As Breach Inlet has been the point designated by you to receive flags of truce, I beg to ask that in future any of your vessels bearing that flag may not proceed beyond abreast of that point, where I will send a vessel to communicate with it at all times that you may please to send one.

I shall be extremely thankful, if an opportunity should occur again, that you would inform me if the United States naval officers who are in confinement at Columbia are in need of money or any assistance from the United States Government.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Brigadier-General Ripley, C. S. Army.

HDQRS. 1ST DISTRICT, DEPT. OF S. C., GA., AND FLA.,
Charleston, S. C., February 27, 1863.

In reference to the communication of Commodore Turner, commanding blockading squadron of the enemy off this port, I have the honor to report:

At 9:45 a. m. on the 21st instant I received from the commanding officer of Fort Sumter the following telegram: "A Yankee steamer close in with a white flag. Looks as if she wished to communicate." By my direction the following answer was returned: "Keep her at a proper distance."

Having occasion to go to Fort Sumter, I proceeded thither and learned that while she was coming rapidly in several shots had been fired from a battery on Sullivan's Island, which had the effect to bring her to anchor. I sent Captain Nance, assistant adjutant-general, with Captain King, First Regiment Artillery, to meet the boat from the enemy's steamer. Captain Nance reported on his return that a boat was to deliver a letter to the commander of her Majesty's ship *Petrel*, then in this harbor, and letters to certain prisoners captured in the

Stono. These Captain Nance received. The officer of the enemy who communicated with him wanted to know why his flag had been fired on, to which Captain Nance replied that it was to bring him to. Captain Nance further told him that if any answer was to be returned a white flag would be hoisted on Fort Sumter, when a ship could be sent to the mouth of Maffitt's Channel, where she would be met by a boat. This ended the conference. Upon questioning the officer commanding the battery from which the shots were fired, he informed me that he saw the flag borne by the *Flambeau* perfectly well, and also saw her boat out taking soundings, and that he fired the shots as a notification that the vessel was to come to and cease that proceeding, and that, as it was not done until the fourth shot had been fired, had the boat not stopped the sounding he intended to open his whole battery directly upon the vessel with accurate aim. His information as to the taking of soundings was corroborated by reports from other points, and as the enemy had shown no disposition to communicate by flag of truce until it is notorious that it is their intention to attack if they feel strong enough, and the proceedings of the boat of the *Flambeau* looked very much indeed as though the enemy was taking advantage of the occasion to reconnoiter, I approved the proceedings of the officer who fired the shots, and have reiterated the orders to allow no reconnoissance under any pretext whatever. I have further respectfully to suggest that as officers of neutral nations never have been mediums of communication for the authorities, military or civil, of this Confederacy, the practice of allowing the enemy to communicate with this port by flag of truce on any pretext whatever at the present juncture should be put a stop to.

I am, very respectfully, your obedient servant,

R. S. RIPLEY,

Brigadier-General, Commanding.

General THOMAS JORDAN.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding affairs in that vicinity.

U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, February 23, 1863.

SIR: I have the honor to report all quiet in this vicinity. On the 17th instant I went up the Stono River a short distance in the *Commodore McDonough*, but could discover no other batteries than those already known by Lieutenant-Commander Bacon. By my permission he fired a shell at a house in Legaréville from his 100-pounder rifle gun, but it brought no reply from the batteries. I have made no reconnoissance up Folly River, being desirous, as I intimated in my last report, of keeping the enemy ignorant of our having any designs in that direction. Signal lights were made last night between Cole's Island and Legaréville, but I think it likely they were made by a party sent out to reconnoiter on Cole's Island for the purpose of capturing our pickets on that island. I send a picket boat to-night, as usual. The coal schooner has not arrived. Coal is needed for the *McDonough* and *Unadilla*.

I have granted permission to the paymaster of the *Unadilla* to go to Port Royal and see you in reference to a short leave on account of

illness in his family. Should you decline to grant his request, he is to return by the buoy schooner.

I am happy to report all well on this station.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Capture of the schooner Belle in Sapelo Sound, Georgia, February 23, 1863.

Report of Acting Volunteer Lieutenant Budd, U. S. Navy, commanding U. S. S. Potomska.

U. S. S. POTOMSKA,

Sapelo Sound, February 24, 1863.

SIR: Shortly after daylight yesterday morning I captured the British schooner *Belle*, of Nassau (formerly the *Alligator*, of Charleston, S. C.). When first seen, she was anchored close inshore, about 5 miles south of this point, having run in during the night, the wind being N. N. W., and moderate.

She is from Nassau and pretends to be bound to Port Royal. The real object of the voyage is clearly shown in a paper found in the baggage of the master, being an agreement between him and the owner, and signed by both. That and all other documents found on board are in the custody of the prize master, Acting Master A. West.

The vessel being small and in rather poor condition, I have sent her direct to Port Royal without communicating with the senior officer at St. Simon's.

Very respectfully, your obedient servant,

WILLIAM BUDD,

Acting Volunteer Lieutenant, Commanding Potomska.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of a board of officers on the condition of the prize.

No. 110.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 5, 1863.

SIR: I have the honor to report the capture, on the morning of the 23d ultimo, of the schooner *Belle*, of Nassau (said to be formerly the *Alligator*, of Charleston), by the U. S. S. *Potomska*, Acting Volunteer Lieutenant W. Budd, commanding, blockading in Sapelo Sound, Georgia.

When first seen, she was anchored close inshore, having run in during the night, the wind being N. N. W., and moderate. She was from Nassau and purported to be bound to Port Royal, but there was found among the papers in the baggage of Richard H. Eccles, the master, a written agreement between him and the owner, F. Opdebeeck, who was also on board, to run the blockade.

The *Belle* was brought into this port, and I ordered a survey to determine the feasibility of sending her north. The report of the board is

herewith enclosed (marked No. 1), deciding that, under all the circumstances of the case, the vessel can not proceed to a Northern port.

The vessel has been appraised at \$800, and an inventory taken of her cargo, all of which appears in the report of the board of survey. The cargo (coffee and salt) has been transshipped to the schooner *Simpson*, bound to New York, under charge of Acting Master Abner West, of the *Potomska*. The captain of the *Belle*, Richard H. Eccles, goes also in the *Simpson*. The other persons captured on the prize will be sent north by the first opportunity.

A list of the officers and crew of the *Potomska* is herewith forwarded (marked No. 2).

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of board of survey.

PORT ROYAL, *March 3, 1863.*

SIR: In obedience to your order of March 2 to hold a strict and careful survey on the prize schooner *Belle*, taken by the *Potomska*, and report upon the feasibility of sending her north at this season of the year, and if, in our opinion, she should not be sent to a Northern port, to make an accurate appraisement of the value of her hull, tackle, furniture, etc., and take a careful inventory of her cargo, we beg leave to report: That as it will be necessary to remove from her cabin a portion of her cargo to make accommodation for her prize officer and crew, which will so affect her trim as to render her unseaworthy, we do not deem it advisable to send her to a Northern port at this season of the year. We value her hull, sails, tackle, furniture, etc., at \$800. Her cargo consists of 55 bags coffee, 101 sacks salt, 4 barrels copperas, 4 boxes matches, 1 bag sundries, all in damaged condition.

Very respectfully, your obedient servants,

T. STITES,

Acting Master.

A. S. GARDNER,

Acting Master.

CHARLES BOARDMAN,

Carpenter.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report regarding the passage of the U. S. ironclad Nahant from Hampton Roads to Port Royal, S. C.

No. 92.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., February 24, 1863.

SIR: I have the honor to report the arrival here on the 20th instant of the U. S. S. *State of Georgia*, having in tow the U. S. ironclad steamer *Nahant*.

Enclosed (marked No. 1) is Commander Downes' report of the passage of the *Nahant* from Hampton Roads to this port.

The *State of Georgia*, in pursuance of the orders under which she arrived here, left this port yesterday to rejoin the blockading force off Wilmington, N. C.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. IRONCLAD STEAMER NAHANT,

Port Royal, February 20, 1863.

SIR: I have the honor to inform you of the arrival of this vessel at Port Royal in good condition this day at 10:40 a. m., after a passage of three days and fifteen and two-thirds hours, from Cape Henry, experiencing during the first part of the passage, until we had passed Cape Fear, rough and boisterous weather, from which, however, we suffered no injury, though the forward overhang thumped heavily on the head seas off Hatteras, shaking the vessel very much. The decks leaked badly, and considerable water forced its way under the turret, wetting the belts of the blowers, causing the belts to stretch and break or tear out their lacings, putting everybody to serious inconvenience for want of air below, besides causing instant depression of steam by stopping draft of the furnaces by constantly necessitating the stoppage of the blowers to repair damages to the belting. To guard against future contingencies of the kind, I have thought it advisable to require for a couple of sets of gutta-percha belts, and recommend that all vessels of this class be supplied with them before proceeding to sea.

I did not communicate with the blockading squadron off Charleston, as your order of the 12th instant directed me to do, as Commander Armstrong, commanding the *State of Georgia*, upon consultation, before leaving Hampton Roads, coincided with me in the opinion that your subsequent telegraphic order of the 15th instant, "not to stop on the way if it could possibly be avoided," forbade our losing any time to do so, which, as we passed Charleston in the night, must have been the case had we stopped to communicate.

I am, very respectfully, your obedient servant,

JOHN DOWNES,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Capture of the schooner Glide by the U. S. steamers Passaic and Marblehead, at entrance of Tybee River, South Carolina, February 23, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 102.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 1, 1863.

SIR: I have the honor to report that at daylight on the morning of the 23d February a small schooner was discovered from the U. S. S.

Passaic to be ashore at the entrance of Tybee Creek, one of the shallower outlets of the Savannah River. Signal was immediately made to the gunboat *Marblehead* to chase. On approaching as near as was safe with his vessel, Lieutenant-Commander Scott found her to be the schooner *Glide*, of and from Savannah, once a pilot boat, having on board, as reported, 72 bales of cotton and a crew with officers of seven persons.

All papers had been destroyed, but the destination of the vessel was said to be Nassau. No flag had been hoisted, but an English one was found on board.

The *Glide* was sent into this port by Captain Drayton, and it was found necessary, by a report of a board, herewith enclosed (marked No. 1), to remove from her cabin 7 bales of cotton, in order to give necessary accommodations to the prize officers and crew who were to take her north, and also 3 bales from her deck, liable to be damaged at sea. These have been transshipped to the schooner *J. J. Spencer*, James Swain, jr., master, bound to Philadelphia. Enclosed is the bill of lading (marked No. 2).

I have ordered the *Glide* to Philadelphia, in charge of Master's Mate D. S. Gross, of the *Marblehead*, and send in her T. Pepper, part owner in the prize and her cargo, it not being considered safe to send Captain William Perry and any of the crew on board. They will go north by the first opportunity.

Among the persons taken on the *Glide* was one G. A. Luce, a pilot in these waters, and I send herewith his certificate and oath (marked No. 3) of allegiance to the Confederate States. I also forward for the disposition of the Department a bundle of private letters (marked No. 4), taken from the baggage of the officers and crew, most of which are directed to parties in the North.

Lists of the officers and crews of the U. S. steamers *Passaic* and *Marblehead*, entitled to share in the prize, are herewith enclosed (marked Nos. 5 and 6).

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Drayton, U. S. Navy, commanding U. S. S. *Passaic*.

U. S. IRONCLAD *PASSAIC*,
Wassaw Sound, February 24, 1863.

SIR: I beg leave to report that at daylight yesterday morning a schooner was discovered from this vessel to be ashore at the entrance of Tybee Creek. I immediately signaled the *Marblehead* to chase, and Lieutenant Commanding Scott having approached as near as it was prudent, found her to be the pilot boat schooner *Glide*, of and from Savannah, bound to Nassau, [New Providence]. A statement of the cargo and crew I enclose herewith. No flag was hoisted, although an English one was found on board, and all papers were destroyed.

You will perceive from the report of Lieutenant-Commander Scott that a boat from the surveying schooner *Caswell*, which was lying just

below us, very improperly, I think, went on board, and her commanding officer afterwards reported to me that he had captured the vessel, and on my remarking that he could not make a capture, at least under the existing circumstances, talked about referring the matter to Congress and also writing to you, as he evidently appeared to look upon the schooner as his property, almost.

As I gather from conversation with the persons on board, it had been the intention to run the *Glide* directly down Wilmington River and by us, trusting to escape notice in the dark, as they say that a small schooner succeeded in coming by our vessels safely and without causing alarm a little before my arrival here, and this I can well believe, satisfied as I am that for a really strict blockade and one which could not be passed, a great many more vessels will be required than you could possibly spare. The *Passaic* is entirely useless except to prevent forcible intervention, as her guns could not be turned on a vessel passing in time to be of any use, and from my trials in this river I am satisfied that 4 knots is the ordinary limit of speed in still water. I have also been informed that on the night of the 17th, which was very foggy, a small steamer, called the *St. John*, went to sea by the channel attempted by the *Glide*, as she is a vessel a little larger only than the *Darlington*, and consequently draws very little water. I am satisfied, after conversations with the pilot, that a vessel of the size of the *Marblehead*, anchored anywhere off the entrance of Tybee Creek, would do scarcely anything toward blocking it up, and if taken away from where she now is, would only open the better channel of Wilmington River, which would be found out very soon. The only effective method of stopping the Tybee Creek entrance is either to place obstructions [there] or station a vessel at the branch which goes up to Causton's Bluff on the St. Augustine.

The *St. John* will probably attempt to run in about the 8th or 10th of March, and I would suggest that some preparation be made to stop her. A vessel well up in Tybee Creek would undoubtedly be the surest mode of effecting this, and I think the only one.

On the 19th I went up to within sight of the batteries at Thunderbolt and could perceive no change. The pilot of the *Glide* informs me that a little beyond where I anchored the channel is obstructed by live oak; his schooner was lying a little below, and he thinks would have attempted to run by us in the Wilmington River that night had they not been startled at our coming up, which induced a change of plan, which eventuated in their capture. The pilot, Mr. Luce, is a Northern man, but not to be trusted, being to me evidently strong secession.

Accompanying this I send the report of Lieutenant-Commander Scott, as well as a list of the crew and cargo, and other things found on board, which I have entrusted to the captain of the *Boston*, army transport. The *Glide* I shall send to Port Royal, on her way to Philadelphia, if you think it proper.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain, Senior Officer.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. *Marblehead*.

U. S. S. *MARBLEHEAD*,
Wilmington River, Georgia, February 23, 1863.

SIR: I have the honor to report that at 6 a. m., in obedience to signal, I got underway and stood for a schooner which was hard and fast ashore on the north side of Cabbage Island flat in about 4 feet of water, and which proved to be the pilot boat *Glide*, of and from Savannah, loaded with cotton. She grounded at 1:30 this morning, while attempting to evade the blockade. I sent a boat on board, and after some time succeeded (with the assistance of sails) in hauling her off, took her in tow and brought her to this anchorage. No papers (ship's) were found, they having been thrown overboard after striking.

I have had an inventory of cargo and ship's property taken, a copy of which is herewith enclosed; also a number of private letters taken from the baggage of the crew, and the names of the crew.

As I was standing out of Wilmington Channel and near the surveying schooners anchored below, a boat left the *Caswell*, and by cutting across the shallow sand spit which divides the Wilmington and Tybee channels (dry at low water), succeeded in reaching the schooner a few minutes in advance of the boat from this ship; by what authority this act is committed I am not informed.

I have the honor to be, very respectfully, your obedient servant,

R. W. SCOTT,

Lieutenant-Commander.

Captain PERCIVAL DRAYTON,
Commanding U. S. Ironclad Passaic.

Report of Lieutenant Remey, U. S. Navy.

U. S. GUNBOAT *MARBLEHEAD*,
Wilmington River, Georgia, February 24, 1863.

SIR: At daylight on the 23d instant discovered a schooner on the shoal at the north side of Cabbage Island; reported the fact to you.

At this time there were two surveying schooners, the *Caswell* and *Arago*, lying at anchor at the entrance of Wilmington Channel.

About 6 a. m. got underway and stood down Wilmington Channel. While underway, and when we were about half the distance between the schooners and our anchorage, observed a boat shoving off from the *Caswell*; reported it to you. You said you should hail him and order him back, but being obliged to keep in the channel the boat passed ahead and to windward of us, and so out of hailing distance. If we had been to leeward we could have hailed him easily. The *Caswell's* boat passed over the spit that separates the Wilmington and Tybee channels and in that way cut off the distance that we were obliged to run in this vessel. We anchored in Tybee Channel about three-quarters of a mile from the schooner in order to bring her within easy range of our guns and immediately sent an armed vessel to take possession of her. At this time the *Caswell's* boat had not reached the schooner; it probably reached the schooner five or ten minutes before our boat. Our boat succeeded in getting the schooner off, which proved to be the schooner *Glide*, of and from Savannah, laden with cotton.

She struck about 1:30 a. m. while attempting to run the blockade. No papers (ship's) were found on board. After getting her off, took her in tow and brought her to this anchorage.

I am, very respectfully, your obedient servant,

G. C. REMEY,
Lieutenant, U. S. Navy.

R. W. SCOTT,
Lieutenant-Commander, Commanding.

Report of the commanding officer of the U. S. Coast-Survey schooner *Caswell*.

U. S. SCHOONER CASWELL,
Wassaw Sound, Georgia, February 23, 1863.

DEAR SIR: This morning at daybreak a vessel was reported to me as being aground on the shoal off the end of Little Tybee Island, which appeared to be a blockade runner. I immediately started with an armed boat and seven men to board her. Found her to be the *Pembroke*, a Savannah pilot boat (now sailing under the name of the *Glide*). She was loaded with 72 bales of cotton, bound for Nassau. About fifteen minutes after my arrival a boat from the schooner *Arago*, Captain Edwards, arrived, and in about an hour one from the *Marblehead*. I gave up possession to the officer of the latter and returned to my own vessel, after reporting to Captain Drayton what I had done.

Very respectfully, your obedient servant,

WM. H. DENNIS,
U. S. Coast Survey.

Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Fort Royal, S. C.

Report of the commanding officer of the U. S. Coast Survey schooner *Arago*.

U. S. COAST SURVEY SCHOONER ARAGO,
Wassaw Sound, Georgia, February 23, 1863.

SIR: This morning, just at daybreak, the watch reported a vessel ashore on western point of Little Tybee Island. I at once dispatched a boat under charge of my sailing master, Mr. Malcolm, to board her.

Mr. Dennis, in his boat from the *Caswell*, reached the vessel a few minutes prior to Mr. Malcolm; the vessel proved to be the schooner *Pembroke*, loaded with cotton, which had gotten ashore in attempting to run the blockade from Savannah. About forty minutes after our boats had taken possession, an officer from the gunboat *Marblehead* with a boat's crew arrived on board the schooner. Mr. Malcolm with a boat's crew remained on board and assisted in getting the prize afloat, when he delivered her up to Captain Scott, of the *Marblehead*, who received her from him.

I remain, very respectfully, your obedient servant,

W. S. EDWARDS,
Sub-Assistant, U. S. Coast Survey.

Professor A. D. BACHE,
Superintendent, U. S. Coast Survey.

Report of Captain Drayton, U. S. Navy, regarding the conduct of the commanding officer of the U. S. Coast-Survey schooner *Caswell*.

U. S. IRONCLAD PASSAIC,
Wassaw Sound, February 27, 1863.

SIR: As Mr. Dennis, in charge of the Coast-Survey schooner *Caswell*, does not recognize my authority to interfere with him in any way whatever, but seems to consider the blockade of this port as a kind of joint affair, belonging to all persons in Government employ equally, I think that it would be well that he should be kept with you, whom he alone considers his superior, or at least withdrawn from those places where his interference might lead to inconvenience, for he may now, according to his ideas, board and capture, and if so, give a free pass to vessels under the very guns of the naval authority present, which he only knows, so far as it gives him protection, he says.

Mr. Dennis may perhaps say that I have not properly stated his views, but could I come to any other conclusion from his conversations with Lieutenant-Commander Scott and myself, the fact of his having boarded and pretended to capture the schooner *Glide* on the 23d instant while that vessel was actually within short gun range of the *Marblehead*, which was approaching her, would alone prove that I can not be very wrong in my opinions.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Captain, Senior Officer Present.

Rear-Admiral S. F. Du PONT,
Comdg. South Atlantic Blockdy. Squadron, Port Royal Harbor.

Driving ashore of the British steamer Queen of the Wave by the U. S. S. Conemaugh, February 24-25, and her destruction March 7, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 115.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: I have the honor to report to the Department that an English steamer, *Queen of the Wave*, ran ashore near the mouth of the North Santee on the 24th ultimo. The *Conemaugh*, temporarily under the command of Lieutenant-Commander Eastman, whose report is herewith enclosed (marked No. 1), was at the time blockading at Georgetown, but owing to the tide and sea could not cross the bar until the next morning. On boarding, she was found deserted by the crew, who, however, had set her on fire before leaving, destroying the inside of the vessel and a great part of the cargo, though the hull and engines are yet in good order. On the next morning Lieutenant-Commander Eastman sent down an armed boat to wreck the steamer, but on approaching her Lieutenant Cromwell discovered that some of the enemy were on board. He at once proceeded to attack them, when they surrendered, seven in number; their names are as follows: Lieutenant P. R. Lachicotte, Sergeant W. A. Woodward, Corporal Francis Justice, Privates D. A. Sperry, Eli Hughes, B. F. Vereen, M. Vaught, Ward's Light Artillery. These prisoners I will send north in the *Quaker City*.

After their capture, the enemy sent a boat with a flag of truce, desiring to forward some clothes to the prisoners, and at the same time delivering to Lieutenant-Commander Eastman a letter from Major Warley, commanding the battery, a copy of which is herewith enclosed (marked No. 2).

Very soon after I had received Lieutenant-Commander Eastman's report of the above circumstances, I dispatched the *Wissahickon* to Georgetown, [S. C.], to relieve Lieutenant-Commander Eastman in the *Conemaugh*, temporarily, whilst the latter should endeavor either to get off the *Queen of the Wave*, or, failing in that, to save as much of the cargo and machinery as was of any value and to destroy the wreck.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Eastman, U. S. Navy, commanding U. S. S. *Conemaugh*.

U. S. S. CONEMAUGH,
Winyah Bay, March 1, 1863.

SIR: On the morning of the 24th February a steamer was discovered lying at anchor outside the bar. I was unable to go out in the *Conemaugh*. About 8 o'clock a. m. she got underway and stood in slowly for the North Santee River, and ran ashore at the mouth of the river. The next morning I got out over the bar; went down and examined her. She proved to be the English steamer *Queen of the Wave*, loaded with an assorted cargo, and her crew had deserted her and set her on fire. The inside of the vessel and the greater portion of her cargo is destroyed, but her hull and engines are in good order, and much that is valuable could be removed with a light-draft steamer. On the next morning (the 25th) I sent down an armed boat to wreck the steamer, and on approaching her Lieutenant Cromwell, in charge of the boat, discovered the enemy on board. He immediately proceeded to attack them, and on seeing his preparations, they surrendered, seven in number, and their names are added here.*

I believe they threw their arms overboard, as a bayonet and belt were found in their boat. One of them, who calls himself Sperry, is recognized by our people here as Captain Sperry, who formerly commanded the First Battery near Georgetown light-house.

On the day after the capture of the prisoners, as there was a desire shown to communicate by a flag of truce, and as I did not wish the enemy to come down to my anchorage, I steamed up toward their battery and sent a cutter, which met their flag-of-truce boat. Their communication only related to some clothing for the prisoners, and was verbal on my part, but in sending the clothes Major Warley, commander of the battery, sent me the communication which I have the honor to enclose.

If no vessel arrives here to-morrow, I shall send this communication to one of the vessels off Charleston, in order that it may be forwarded

* Same as list in preceding report.

to Port Royal, as I am anxious to have these prisoners taken off my hands, and also to let you know that I have but about two weeks' more coal, as I have been compelled to run about between here and Santee River to prevent the enemy from getting at the cargo of the wrecked steamer.

I am, very respectfully, your obedient servant,
 THOMAS H. EASTMAN,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

HEADQUARTERS CONFEDERATE FORCES,
West of Winyah Bay, March 1, 1863.

CAPTAIN: Allow me to thank you for the facilities you have afforded me for communicating with Lieutenant Lachicotte and his detachment, now your prisoners. I send by the flag of truce several letters, which, after having been inspected by yourself, you will oblige me, if consistent with your duty, by delivering to those to whom they are addressed.

Lieutenant Lachicotte in his communication acknowledges your kind treatment, for which I avail myself of this opportunity to thank you, and to assure you, should the fortunes of war place me in the position of captor of any of your forces, that I will remember and act upon the information to which I have alluded.

I am, captain, very respectfully, your obedient servant,
 F. F. WARLEY,
Major of Artillery and Commanding Post.

Captain EASTMAN, U. S. Navy,
Commanding U. S. S. Conemaugh.

Additional report of Rear-Admiral Du Pont, U. S. Navy.

No. 151.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 25, 1863.

SIR: I had the honor in a previous dispatch (No. 115, March 7) to inform the Department of the running ashore, near the mouth of the North Santee, of the British steamer *Queen of the Wave*. As stated therein, I dispatched the *Wissahickon* to Georgetown with directions to relieve the *Conemaugh* temporarily, in order to enable the latter vessel to get off the *Queen of the Wave*, or, failing in that, to save as much of the cargo and machinery as was of value and destroy the wreck.

I enclose a copy of Lieutenant-Commander Eastman's report (marked No. 1), with a list of articles saved (marked No. 2), whereby the Department will perceive that the prize was almost wrecked by the weather and the surf; that only a few disjointed parts of the machinery could be saved and a small portion of her cargo. The articles saved were brought to this port by the *Conemaugh*, an inventory taken of them by a board of officers (enclosed, marked No. 3), and I had them transferred to the *Massachusetts*, Acting Volunteer Lieutenant West, consigned to the Hon. J. Cadwalader, the United States district judge,

Philadelphia, for adjudication, excepting, however, one small boat and davits and one binnacle and compass, which were retained for the service of the Government.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Additional report of Lieutenant-Commander Eastman, U. S. Navy, commanding U. S. S. *Conemaugh*.

U. S. S. CONEMAUGH,

Winyah Bay, S. C., March 8, 1863.

SIR: In obedience to your order of the 6th instant, I proceeded with the *Conemaugh* to the Santee River and endeavored to get off the steamer *Queen of the Wave*, but found it impossible, as the late bad weather had broken her in two. I saved from the wreck as much of the cargo as could be got at, and also a part of her own machinery. Her forehold had nothing in it of value, and the continued bad weather having completely wrecked her, and the surf preventing my boats working, I blew her up, entirely destroying her, and then returned to this anchorage. Enclosed is a list of what I have obtained from her.

I am, very respectfully, your obedient servant,

T. H. EASTMAN,

Lieutenant-Commander

Lieutenant-Commander JNO. L. DAVIS,

Comdg. U. S. S. Wissahickon, Senior Officer Present.

[Enclosure.]

A list of articles found in the steamer *Queen of the Wave*, wrecked off Santee River: Three thousand two hundred sheets of tin, 20 ounce bottles quinine, 23 ounce bottles morphine (sulphate of), 15 pounds opium (damaged), a few bales of calico (afterwards destroyed by the swamping of the boat), 2 anchors, 1 binnacle complete, 12 reams of large-size printing paper.

In regard to the machinery, I only obtained portions of the different parts, and it is impossible to classify them.

Respectfully,

T. H. EASTMAN,

Lieutenant-Commander.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy regarding the U. S. S. Keokuk.

NAVY DEPARTMENT, February 25, 1863.

SIR: The Department has added the *Keokuk* to your squadron. You will send her back to Hampton Roads after your attack.

I am, respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Letter from the Secretary of the Navy to the commandant navy yard, New York, regarding the dispatching of the U. S. S. Keokuk to Charleston, S. C.

NAVY DEPARTMENT, *February 25, 1863.*

SIR: It is very desirable to have the services of the *Keokuk* at Charleston, and if she can be gotten off in the course of three or four days, she will be in time. The *E. B. Hale* might accompany her. Inform the Department by telegraph if this can be done,

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Lieutenant-Commander Whiting, U. S. Navy, commanding U. S. S. Ottawa, of arrival at New York.

U. S. GUNBOAT OTTAWA,
Navy Yard, New York, February 26, 1863.

SIR: I have the honor to report my arrival at this port, with the *Ottawa* under my command, in obedience to the enclosed order from Rear-Admiral Du Pont.

Very respectfully, your obedient servant,

WM. D. WHITING,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

General order of Commodore Turner, U. S. Navy, senior officer off Charleston, S. C., regarding the challenging of vessels passing the blockade.

U. S. FRIGATE NEW IRONSIDES,
Off Charleston, S. C., February 27, 1863.

Whenever hereafter a vessel of the blockading force off Charleston shall have occasion to stop and communicate with a vessel entering the blockading lines going in or out, the commanding officer of such vessel shall first fire a blank cartridge to stop her, and a shotted gun shall not be fired until this challenge shall have proved ineffectual to bring her to.

This, however, shall be considered as applicable only to the event when it shall occur in the daytime.

And in all such cases the stranger shall be accompanied down to the senior officer present by the vessel which brought her to.

T. TURNER,
Commodore and Senior Officer Present.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, placing Bay Point at the disposal of the Navy.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., February 27, 1863.

CAPTAIN: Upon the inspection of the works at Bay Point by General Seymour and Captain Duane, they report them as of not sufficient consequence to be allowed in any way to interfere with the occupation of Bay Point for wharf or depot purposes.

As the location of your wharf may be affected by this opinion, I am desired by Major-General Hunter to inform you that the entire site is at your disposal, to be used in any way you may find convenient.

The troops stationed at Bay Point, with the exception of a non-commissioned officer and six men, have been ordered to report for duty with their regiments.

I have the honor to be, your very obedient servant,

CHARLES G. HALPINE,
Assistant Adjutant-General, Tenth Army Corps.

Captain C. R. P. RODGERS, U. S. Navy,
Flagship Wabash.

Confidential report of Rear-Admiral Du Pont, U. S. Navy, regarding the proposed testing of ironclads.

No. 101.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: After very mature deliberation I have determined to test the three ironclads, *Patapsco*, *Passaic*, and *Nahant*, on the Genesis Point battery, on the Ogeechee. We find much in them to be attended to, and on a trip which I made in the *Patapsco* up the Broad River, though only firing each gun twice, some important matter was developed.

This operation will not retard the great work, but yield us advantages in many ways. The *Weehawken*, I hope, will be ready to try her engine to-morrow; great expedition has been used on her. I hope the *Catskill* will be along soon; these ironclads require so much to be done that I am anxious for their early arrival; the army is not ready, but doing its best.

Attempts to run the blockade everywhere are increasing, and from Fernandina I have news to-day which makes me wish that I had a better vessel there than the *Mohawk*.

Colonel Townsend will inform the Department that we are preparing in every possible way, working day and night.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

P. S.—We are out of provisions; living on the army.

S. F. D. P.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: You will please proceed with the *Sebago* under your command to Ossabaw, taking in tow the U. S. S. *Patapsco*, and report to Captain Drayton, or the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. Sebago.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Ammen, U. S. Navy, commanding U. S. S. Patapsco.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: Please proceed to Ossabaw with the *Patapsco* under your command and report to Captain P. Drayton, of the *Passaic*.

The fleet captain, C. R. P. Rodgers, will give you directions about your tow, etc.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander DANIEL AMMEN,
U. S. S. Patapsco.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: You will please proceed with the *Flambeau* under your command to Ossabaw, taking in tow the U. S. S. *Nahant*, and report to Captain Drayton, or the senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. Flambeau.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes, U. S. Navy, commanding U. S. S. Nahant.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: Please proceed to Ossabaw with the *Nahant* under your command and report to Captain P. Drayton, of the *Passaic*.

The fleet captain, Commander C. R. P. Rodgers, will give you directions about your tow, etc.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander JOHN DOWNES,
U. S. S. Nahant.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Worden.
U. S. Navy, regarding a proposed attack with ironclads upon Fort
McAllister, S. C.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: For various reasons I have determined to test those ironclads which, as yet, have made but little use of their guns, and am sending the *Passaic*, *Patapsco*, and *Nahant* to try the Genesis Point fort [McAllister].

You will please act as a reserve, and you will have to forego what I know your gallantry and earnest desire would impel you to do, join in. But the Chief of the Bureau has just cautioned me by letter against any overuse of the XV-inch gun, none having been fired over 300 times.

I avail myself of this occasion to say how much I have valued your services in the Ogeechee and your gallant attacks on the fort, which the obstructions prevented your capturing.

Please give Captain Drayton the results of your valuable experience there, and as soon as you can be spared return to Port Royal.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. L. WORDEN,
U. S. S. Montauk, Ossabaw Sound, Georgia.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton,
U. S. Navy, to assume command of ironclads in attack upon Fort
McAllister.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: I have determined for many reasons, most of which have been stated to you by the fleet captain, to try the ironclads against the Genesis Point fort [McAllister] on the Ogeechee.

You will therefore proceed to that river and assume the direction of this movement. A steamer is sent to tow you out of Wassaw. Before leaving there, send the surveying vessels from those waters and anchor the *Marblehead* where you may deem best for covering the blockade, and at the same time for enabling her to escape from the *Fingal*, should she come down.

Commanders Ammen and Downes leave in the morning and are ordered to report to you in Ossabaw with their vessels.

Should the fort be reduced, it may lead to the capture of the *Nashville*, or her destruction, provided the gunboats can go on up the river; this I leave to your discretion. Care should be observed in ascending the Ogeechee wherever the banks may offer protection for riflemen. I believe there are no batteries unless very recently erected.

Commander Worden will be directed to act as a reserve, his guns having been already so much used that I feel compelled to require this of him. His services in those waters and his gallant attacks on the fort will enable him to give you much valuable information.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Passaic, Senior Officer, Wassaw.

Order from Rear-Admiral Du Pont, U. S. Navy, to the master of the steamer Ericsson for towing duty.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., February 27, 1863.

SIR: Orders to *Ericsson* to tow the three mortar schooners *Para*, *C. P. Williams*, and *Norfolk Packet* off Ossabaw Bar.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain LOWBER,
Steamer Ericsson, Port Royal.

Orders were also written to the commanding officers of the *Para*, *C. P. Williams*, and *Norfolk Packet* to proceed to Ossabaw, and report to Captain P. Drayton, of the *Passaic*, February 27, 1863.

Report of Captain Stellwagen, U. S. Navy, commanding U. S. S. Mercedita, regarding the arrival of that vessel at Philadelphia, towing the British steamer Ossian.

U. S. S. MERCEDITA,
Philadelphia, February 28, 1863.

SIR: I have the honor to report my arrival here after a long passage from Port Royal, having towed the steamer *Ossian* the whole distance.

During the entire passage, except the 24th and 25th instant, we had strong N. and N. E. gales and a heavy sea. Part of the time we could scarcely make steerage-way, and were in constant danger of a collision; but the other steamer's engine would stop on the center, and she could not be left. My boilers got to leaking very badly, and I put into Beaufort, N. C., to repair them, and took in coal, which took us part of three days. We were obliged to anchor four times in the height of gales on the coast, but have succeeded in reaching our destination without further injury to either vessel.

The *Ossian* is a British steamer, under charter to the French Government, which had a commissary of the navy on board. He and the

captain express the greatest thankfulness for the service rendered, and our sticking to them so closely and so long.

The boilers and hull of this vessel will require repairs. I suppose 30 feet will have to be taken out of the planking where struck by the ram. Eight or ten feet were removed in making the temporary repairs at Port Royal.

I am directed to await orders on arriving at Philadelphia navy yard. I presume the Department has full advices from Admiral Du Pont since I left him.

I have brought home invalids and cabin passengers, and enclose lists of them; also officers and crew of the ship.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Commander Steedman, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, to temporarily relieve the U. S. S. Potomska, in Sapelo Sound.

U. S. GUNBOAT PAUL JONES,
Doboy Sound, Georgia, February 28, 1863.

SIR: Acting Lieutenant Budd has been directed to send the pilot, Tatnall, to you on Monday.

So soon as he arrives and the tide will admit, you will proceed to Sapelo, through the inside passage, and relieve Captain Budd until he can go to St. Simon's for coal and return.

As it is desirable that the *Potomska* should proceed to St. Simon's by the inner passage, you will please let him have the pilot, Tatnall. Captain Budd will be directed to put him on board of your vessel on his return from St. Simon's, so that you can return to your station by the inner passage.

It is my wish that when it becomes necessary for you to coal, you will take the inside passage to St. Simon's.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander and Senior Officer Present.

Acting Volunteer Lieutenant KITTREDGE,
Commanding U. S. Gunboat Wamsutta.

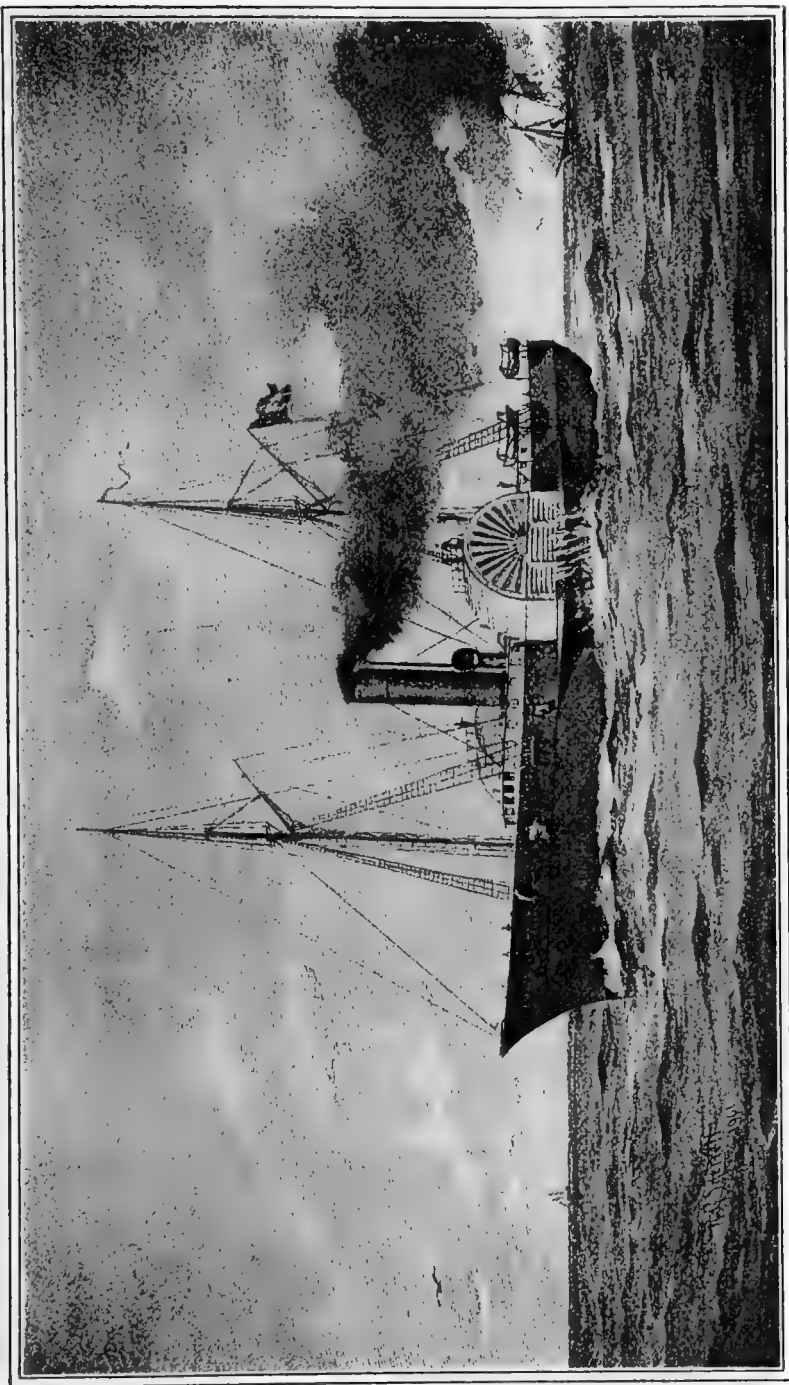
Destruction of the Confederate steamer Nashville by the U. S. S. Montauk, February 28, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 105.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

SIR: I have the satisfaction to inform the Department of the destruction of the privateer *Nashville*, while lying under the guns of Fort



CONFEDERATE STEAMER NASHVILLE.

McAllister, on the Great Ogeechee, Georgia, by the *Montauk*, Commander J. L. Worden, whose enclosed report states succinctly the interesting particulars.

The Department is aware that I have had this vessel blockaded for eight months, and to the extreme vigilance and spirit of Lieutenant-Commander J. L. Davis, of the *Wissahickon*, Acting Lieutenant Barnes, of the *Dawn*, and, later, of Lieutenant-Commander Gibson, of the *Seneca*, that I have been able to keep her so long confined to the waters of the Ogeechee.

For several months the *Nashville* was loaded with cotton, but, though constantly on the alert, she never ventured to run out. She then withdrew up the Ogeechee and reappeared after a length of time thoroughly fitted as a privateer, and presenting a very fine appearance.

Fort McAllister was strengthened; the river staked with a line of torpedoes in front to prevent its ascent by light vessels to cut her out. She has been frequently seen close under the fort, ready to make a dash if the opportunity offered, or was quietly waiting for an iron-clad to convey her to sea.

If I am not misinformed, she had a heavy rifle gun on a pivot as a part of her armament, was proverbially fast, and would doubtless have rivaled the *Alabama* and *Oreto* in their depredation on our commerce. I have therefore never lost sight of the great importance of keeping her in or of destroying her if I could. I have accomplished both, through the zeal and vigilance of my gunboat captains mentioned above, and the quick perception and rapid execution of Commander Worden, who has thus added to his already brilliant services.

I am, very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Worden, U. S. Navy, Commanding U. S. S. *Montauk*.

U. S. IRONCLAD MONTAUK,
Ogeechee River, Georgia, February 28, 1863.

SIR: I have the honor to report that yesterday evening the enemy's steamer *Nashville* was observed by me in motion above the battery known as Fort McAllister. A reconnaissance immediately made proved that in moving up the river she had grounded in that portion of the river known as the Seven-Mile Reach. Believing that I could, by approaching close to the battery, reach and destroy her with my battery, I moved up at daylight this morning, accompanied by the blockading fleet in these waters, consisting of the *Seneca*, Lieutenant-Commander Gibson, the *Wissahickon*, Lieutenant-Commander Davis, and the *Dawn*, Acting Lieutenant-Commander Barnes.

By moving up close to the obstructions in the river I was enabled, although under a heavy fire from the battery, to approach the *Nashville*, still aground, within the distance of 1,200 yards. A few well-directed shells determined the range, and soon [we] succeeded in striking her with XI-inch and XV-inch shells. The other gunboats maintained a fire from an enfilading position upon the battery, and the

Nashville at long range. I soon had the satisfaction of observing that the *Nashville* had caught fire from the shells exploding in her in several places, and in less than twenty minutes she was caught in flames forward, aft, and amidships. At 9:20 a. m. a large pivot gun mounted abaft her foremast exploded from the heat; at 9:40 her smoke chimney went by the board, and at 9:55 her magazine exploded with terrific violence, shattering her in smoking ruins. Nothing remains of her.

The battery kept up a continuous fire upon this vessel, but struck her but five times, doing no damage whatever. The fire upon the other gunboats was wild, and did them no damage whatever. After assuring myself of the complete destruction of the *Nashville*, I, preceded by the wooden vessels, dropped down beyond the range of the enemy's guns. In so doing a torpedo exploded under this vessel, inflicting, however, but little injury.

I beg leave, therefore, to congratulate you, sir, upon this final disposition of a vessel which has so long been in the minds of the public as a troublesome pest.

I am, very respectfully, your obedient servant,
JOHN L. WORDEN,
Commanding, Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Notes of the paymaster of the U. S. S. *Montauk* regarding the operations of that vessel.

SATURDAY, February 28, 1863—o'clock a. m.

Anchor up at 5:18.

Underway at 5:20.

Following us in order, *Wissahickon*, *Seneca*, *Dawn*. Steamed up the river [Ogeechee] at the rate of 6 knots to a point 120 yards above the range target of Fort McAllister.

1 bell at 6:40.

2 bells at 6:57; quite clear, mild, and warm; no wind.

1 bell at 7:00.

2 bells at 7:02.

3 bells at 7:03.

2 bells at 7:04.

Let go anchor at 7:04½ (15 fathoms to windlass).

Fired XI-inch at 7:07, 10-second, 1,400 yards.

Fired 3 guns from fort at 7:07, at *Montauk*.

Fired 1 gun from fort at 7:07½, at *Montauk*.

Fired XI-inch from fort at 7:11½, at *Montauk*.

Fired 1 gun from fort at 7:16; struck pilot house.

Fired 2 guns from fort at 7:16½, mortar.

Fired 1 gun from fort at 7:16½, at *Montauk*.

Fired 4 guns from fort at 7:21½, at *Montauk*.

Fired XV-inch at 7:22, 10-second, 5 degrees elevation.

Fired XI-inch at 7:23, 10-second, 1,400 yards.

Fired 1 from fort at 7:27, at gunboat.

Fired 2 from fort at 7:29, at *Montauk*.

Fired 1 from fort at 7:29½, mortar.

Fired XV-inch at 7:27½, 10-second, 3 degrees elevation.

Fired XI-inch at 7:30, 10-second, 1,300 yards.

Fired XV-inch at 7:33, 10-second, $3\frac{1}{2}$ degrees elevation.
 Fired 1 from fort at 7:33 $\frac{1}{2}$, mortar.
 Fired 1 from fort at 7:34 $\frac{1}{2}$ at *Montauk*.
 Fired 1 from fort at 7:34 $\frac{3}{4}$, mortar.
 Fired 1 from fort at 7:35, at *Montauk*.
 Fired 1 from fort at 7:37, at *Montauk*.
 Fired 1 from fort at 7:38, at *Montauk*.
 Fired 1 from fort at 7:39, mortar.
 Fired 1 from fort at 7:40, at *Montauk*.
 Fired 1 from fort at 7:40 $\frac{1}{2}$; struck turret.
 Fired XI-inch at 7:43, 10-second, 1,300 yards.
 Fired XV-inch at 7:44, 10-second, $3\frac{1}{2}$ degrees elevation.
 Fired 2 from fort at 7:46 $\frac{1}{2}$, at *Montauk*.
 Fired 1 from fort at 7:46 $\frac{3}{4}$, at *Montauk*.
 Fired XV-inch at 7:47, 10-second, 3 degrees elevation.
 Fired XI-inch at 7:47 $\frac{1}{2}$, 10-second, 1,200 yards.
 Fired 1 gun from fort at 7:47 $\frac{3}{4}$ at gunboats.
 Fired 1 gun from fort at 7:52, at *Montauk*.
 Fired 1 gun from fort at 7:53, at *Montauk*.
 Fired XV-inch at 7:54, 10-second, 3 degrees elevation.
 Fired 2 guns from fort at 7:55, at gunboats.
 Fired 1 gun from fort at 7:56 $\frac{1}{2}$, at *Montauk*.
 Fired 1 gun from fort at 7:58, at *Montauk*.
 Fired 1 gun from fort at 7:58 $\frac{1}{2}$, at *Montauk*.
 Smoke issuing from fire hatch, a small black column, at 7:57.
 Flame discovered issuing from fire hatch with the smoke at 7:59 $\frac{1}{2}$.
 Fired XI-inch at 8 a. m., 10-second, 1,200 yards.
 Fired 2 guns from fort at 8, at *Montauk*.
 Fired XV-inch at 8:02, 10-second, 3 degrees elevation.
 Fired 1 gun from fort at 8:05, at *Montauk*.
 Fired XV-inch at 8:06, 10-second, 3 degrees elevation.
 Fired 2 guns from fort at 8:07 $\frac{1}{2}$, at *Montauk*.
 Fired 1 gun from fort at 8:12, at *Montauk*.
 Fired 2 guns from fort at 8:13, at *Montauk*.
 From 8:13 to 8:40 a dense fog prevailing, when it was impossible to see more than 25 yards on either hand. Wind S. E.
 Weighed anchor at 8:35; fog slowly clearing away and showing the *Nashville* on fire from stem to stern and smokestack fallen.
 Anchor up at 8:40.
 1 bell at 8:42.
 2 bells at 8:43 $\frac{1}{2}$.
 3 bells at 8:44.
 2 bells at 8:44 $\frac{1}{2}$.
 1 bell at 8:45 $\frac{1}{2}$.
 Fired 2 guns from fort at 8:50, at *Montauk*.
 Fired 1 gun from fort at 8:56, at *Montauk*.
 Fired 1 gun from fort at 8:58; wind refreshing and cloudy overhead.
 Fired 1 gun from fort at 9.
 Well underway at 9:05.
 Struck torpedo few yards above Hands [Harvey's] Cut at 9:10
Nashville blew up at 9:35.

[SAMUEL T. BROWNE,
Paymaster.

Additional report of Commander Worden, U. S. Navy, transmitting report of injuries to the U. S. S. Montauk by explosion of a torpedo.

U. S. S. MONTAUK,
Ogeechee River, March 3, 1863.

SIR: I submit herewith the report of the senior engineer of this vessel in relation to the injuries she sustained by the explosion of a torpedo under her bottom on the 28th ultimo; also diagrams illustrating those injuries. This report also mentions a fact of vital importance to those concerned, as well as to the efficient working of the ship, viz, the total absence of any means of escape from death by scalding of those in the engine room in the event of any accident causing an escape of steam. This is, in my opinion, true, and so serious a fact that I beg leave to urge that a remedy may be applied if possible.

Respectfully, your obedient servant,

JOHN L. WORDEN,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Report of Second Assistant Engineer Stephens, U. S. Navy.

U. S. IRONCLAD STEAMER MONTAUK,
Ogeechee River, Georgia, February 28, 1863.

SIR: In obedience to your orders I respectfully report as follows what transpired in the engine department during the operations for the destruction of the rebel steamship *Nashville* for the past two days.

February 27, at 4:08 p. m., while at dinner, the rebel steamer was reported in sight. All hands were called to quarters at once. At 4:15 had steam at 30 pounds, battle covers on, and all ready to run at speed. At 4:35 was relieved from quarters, keeping everything in battle trim.

At 4:30, February 28, all hands called and prepared for action. At 5:35 a. m. spread fires. At 5:40, steam 30 pounds, and started engines ahead. Went to quarters at 6 o'clock and ran at varying speed (from 38 to 50 revolutions) until 7 a. m., when we stopped the vessel and anchored within range of Fort McAllister and the steamer *Nashville*. In a few minutes guns commenced firing, all hands in the engine department at their respective stations. We remained in condition, with 28 to 30 pounds steam, to execute any order that we might receive. At about 8 our guns ceased firing. We were aware of our vessel's being struck several times by the enemy's shot. At 8 received the gratifying information that the rebel steamer was on fire, the blaze extending fore and aft. At 8:35 received orders to prepare to up anchor, and started engines ahead and back several times; then went ahead at moderate speed down the river.

At 9:35 a violent, sudden, and seemingly double explosion took place. I instantly called the men from the starboard side to prevent their being scalded, expecting a gush of steam, supposing from the locality of the sound that a shot had penetrated or some part of the starboard boiler had given way. While looking at the boiler to see the effect, the dust, debris, and smoke came down from the angle formed by the deck and smoke pipe on starboard side, causing the impression for a moment that a shell had penetrated and exploded there. While intently watching

for the effect to develop itself from the starboard boiler, the man stationed in port passage with lantern as lookout reported that the port boiler was burst underneath. Took a view in the port passage, saw the water cascading, judged the cause to be the cast-iron outboard to blow off. Ordered Second Assistant Forbes to put both steam pumps in motion on the bilge and steam to be kept up in the boilers; found that the leaks gained on the two steam pumps. The water did not lower in the gauge on boilers; put on the main bilge injection and shut off the outboard. We then reduced the water in bilge fast. In answer to an enquiry from deck we replied that it was not necessary to beach the vessel; that we could keep the water down. Shortly after, the bell rung to stop, back, and stop. Then the water gained rapidly on the steam pumps. In a short time it was from 5 to 6 inches deep on the engine room floor. I sent twice for orders to put the engines in motion, that we might use the bilge injection; then received the orders to do so, and to remove the hatches. After some difficulty in forming a vacuum the injection again commenced and soon lowered the water below the floor of engine room. In the meantime Assistant Engineers R. Potts, McCartney, and Greene came from their stations in turret, reporting that it was a torpedo that had exploded under the vessel. They immediately went to work to ascertain and repair the damage, if possible, temporarily. They found the pipe broken short off at the lower flange. They removed the upper piece amidst the flow of water and got on a temporary stop. We then saw that there was more water than was due to that leak alone. While we were so engaged the vessel had been beached by our pilot, Mr. Murphy, with excellent judgment, on level keel and no list, and where the mud formed a valve under the large fracture in bottom of ship, afterwards discovered.

The gunboats *Seneca*, *Dawn*, and *Wissahickon* sent men to assist. Mr. Tomlinson, chief engineer of the *Dawn*, reported to me in the engine room that he was ready to give any assistance required. Lines of men had been placed in position with buckets to bail water and pass it up through the fire-room hatches, and Assistant Potts had seen to getting portable deck pumps in condition to use forward if necessary. But by that time, about 10:15, our engines had lowered the water beyond convenient reach of the buckets and kept it down. Everything being in safe condition, all those having wet clothing were relieved and ordered to dress in dry clothing and take dinner. I then, sir, reported to you my inability to ascertain or estimate the amount of damage done with any degree of certainty until the water was all pumped out and I had made a personal examination. The broken section of pipe was all we had then ready to send with the dispatch steamer.

The floor plates at the side of boiler having been removed, and the sand that had washed in under the boiler cleaned out, I found the center of effect from the torpedo's explosion to be directly in a vertical line with after end of ash pits of boilers forward, and a few inches to port from the center line of port boiler. The rib of vessel at the intersection of these given lines was 8 inches in height, one-half inch thick, riveted to an angle iron 4 inches by 4 inches. The force had driven it up about 6 inches, struck a fastening on boiler, sprung back and remained about 2½ inches above its original position. The plate-iron shell or bottom of vessel had fractured, along the line of rivets under this rib, for about 2 feet to port side of center, and then again

diagonally, starboard and aft, about 12 to 14 inches from center, leaving a fissure open about one-fourth inch at greatest breadth.

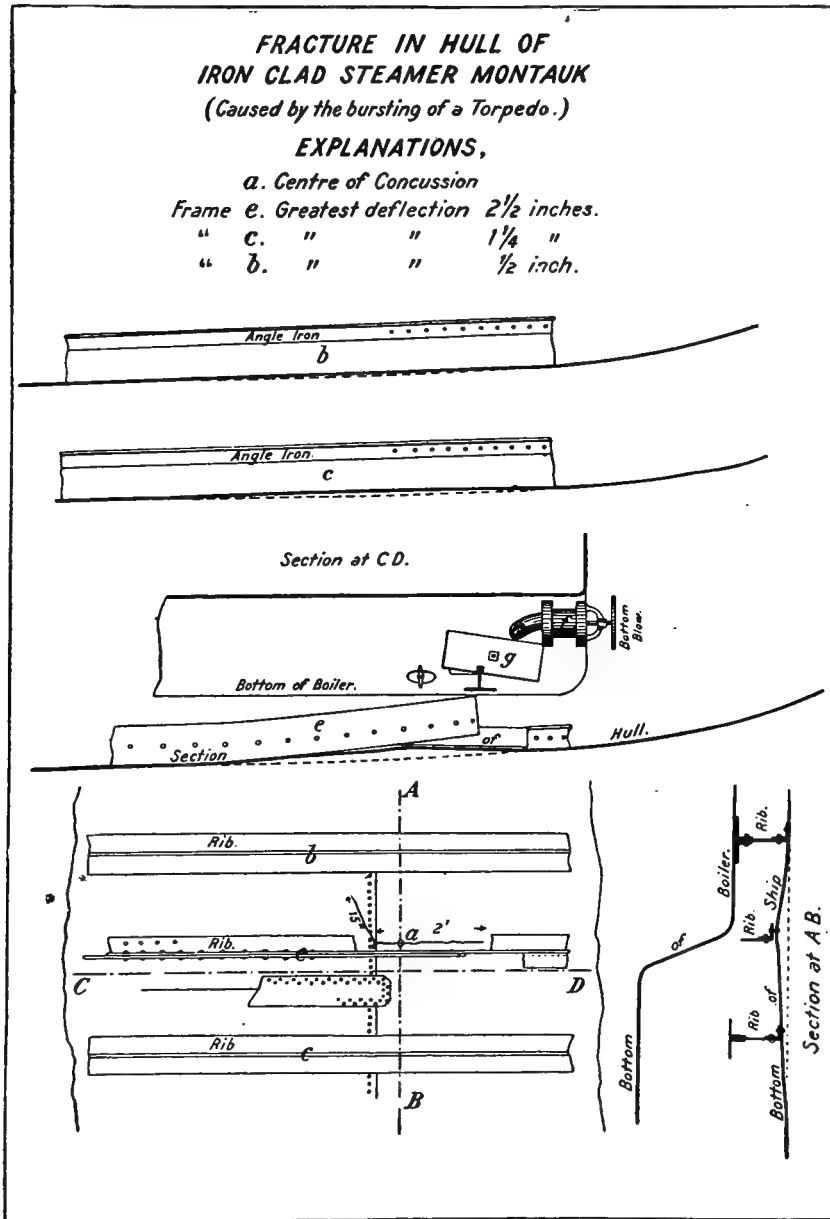
The bottom of the vessel and ribs show the destructive effects of the explosion for a radius of 3 feet around the center of explosion. The ribs aft and forward of this center are both sprung up, they being 12½ inches in depth on that line and level with bottom of boilers and fire-room floor, with double angle irons at top, as shown in diagram herewith submitted. The one aft, under water bottoms of boiler, the boiler resting on it in part, raised with it the port boiler, starting slight leaks in it at once, and caused the dust to fly out from joining of the starboard side of smoke pipe and deck, and gave the momentary impression that a shell had burst there. The inertia of the boilers seems to have prevented that rib from rising more than about one-half inch. The rib forward of center of explosion at the distance (18 inches) is affected very differently, although it is the same in dimensions, it sprung up and recoiled and remained about 1½ inches above the original position. The effect on it is remarkable. The line of rivets in the half-inch vertical plate rib, fastening it to the lower angle irons, are broken, fractured, and loosened to the extent of 5 to 6 feet. The lower edge of this vertical plate is now corrugated out of its original line more than an inch in one place. I saw that permanent repairs were impossible in our present condition and limited means, and that the leak was now in a great measure stopped by resting on a mud bottom; also that any temporary repairs must be done before the tide raised the vessel. I had the fires hauled from port boiler. [I] remained and put wooden and iron shoes and braces between the bottom of boiler and bottom and ribs of vessel, and made joints of sheet gum, pine wedges, etc. At flood tide the engines were put in motion with steam from starboard boiler alone, at 3 p. m., and run at speed of twenty-five revolutions down the river to Ossabaw Sound. Came to anchor at 5 p. m. in squadron; the engines performed well during the whole day, under all the varying circumstances. I remained under the boiler to see the effect of the engine while in motion, on the temporary plugs and patching. Found that they would do well in smooth water. At 6 p. m. the amount of leak was reduced so much that one steam pump kept the bilge clear of water, running at its slowest speed. I then considered that the ship was again ready for action if two hour's notice was given. Then being in safe position we remained during the night with slow fires in starboard boiler to keep the fan engines and steam pump at work.

In submitting this, sir, I feel bound to complain in the name of and for all engaged in the engine departments of these vessels against the indifference, the negligence, manifested in the construction of the machinery and hull by the builders to the lives and well-being of those necessarily engaged below hatches in the engine room. At first we noticed that there were cast-iron standpipes under the boilers to "vent, surface, and bottom blow-offs," and that there was no stop or valve at the skin of ship to shut out the water if the pipes should by any means be broken. It was of small diameter, being only 5 inches, and could be broken short off at any time with a hand hammer.

I assert that fitting to have been put on against all experience in such matters, and with no excuse for it but unreasoning avarice, if that be an excuse.

Again, sir, there is no provision made for instant exit from the engine room, where everyone must be scalded to death if even an

ordinary steam pipe is parted. That fact I realized for a moment in its fullest extent. I could call the men from their stations, but had then no means of saving their lives if the steam had followed explosion, as I expected. It takes several minutes to remove the hatches



or to pass forward through the passages by side of boilers when at quarters—longer than a man can retain his breath, and time enough for the whole engine room to be raised to a scalding heat if only a 3-inch pipe or orifice should suddenly open from the boiler. Such a palpable

mantrap should not be, and in the name of all I protest against such an accumulation of hazards. With the best contrivances the danger is and must be great.

I suggest that good and honest workmanship is the remedy for the former evil, and a simple lever, fulcrum, connecting rod, counterpoise, and trigger, applied to the large, heavy hatch, is all that is necessary to give instant means of escape to those in the engine room at any moment.

This, with the diagram showing rupture in the ship's bottom, made by Third Assistant G. M. Greene, and pencil sketch of broken out-board cast-iron pipe by Third Assistant D. P. McCartney, are all respectfully submitted, as in duty required.

Most obediently,

THOS. A. STEPHENS,
Second Assistant Engineer, U. S. Navy.

Commander JOHN L. WORDEN.

Abstract log of the U. S. S. *Seneca*, Lieutenant-Commander Gibson, U. S. Navy, commanding.

February 27, 1863.—From 4 to 6 p. m.: Light airs from the southward and eastward; cloudy and rainy. Exchanged signals with the *Montauk*. Got underway and stood up the river. Saw the steamer *Nashville* and fired the following shell at her: 1 5-second, 2 25-second, 1 20-pounder Parrott.

February 28.—From 4 to 8 a. m.: Light airs and overcast. *Montauk* got underway at daylight and steamed up the river. At 5:50 a. m. got underway and followed her; *Wissahickon* and *Dawn* in company. Went to quarters at 6:30 a. m. At 6:55 a. m. let go port anchor. At 7:08 a. m. the *Montauk* opened fire on the *Nashville*; battery replied. At 7:17 a. m. we opened fire on the battery with XI-inch pivot, battery replying and at times falling short. At 7:50 a. m. thick fog; ceased firing. At 8:57 fog cleared, and the battery opened fire on the *Montauk*. At 9 a. m. discovered the *Nashville* on fire; gave three cheers. At 9:30 a. m. up anchor and steamed down the river. At 9:35 the *Nashville* exploded. At 9:45 a. m. sent whaler, pinnace, and cutter, with all the ship's buckets, to *Montauk*. Let go port anchor.

Expended: 5 25-second XI-inch shell, 3 Parrott rifle shell. At 11:20 a. m. sent pinnace ashore in charge of Mr. Paine for two contrabands. At 3:15 p. m. got underway and stood down the river.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

February 28, 1863.—From 4 to 8 a. m.: Light airs from the S. S. W.; weather hazy. At 4:30 a. m. got underway and proceeded through Hell Gate and up the Ogeechee River. At 5:30 came to alongside the *Montauk* with the port anchor. At 6 got underway, following the *Montauk* up the river. At 6:55 came to in company with the gunboats *Seneca* and *Dawn*. At 7:20 the *Montauk* opened fire on the rebel steamer *Nashville*, when Fort McAllister replied. At 7:43 we opened

fire. At 7:50 came up a thick fog; ceased firing. Tide, ebb; barometer, 29.80; air, 74°. At 8:45, fog clearing up, continued firing at the fort by intervals. At 9:45 discovered the *Nashville* on fire. At 9:45 the fire reached her magazine, when an explosion took place, blowing her into fragments. At 10:15 ceased firing. Expended the following amount of ammunition: XI-inch, 7 shell, 25-second fuze; 20 pounder Parrott, 1 rifled shell, 15-second fuze. At 10:20 got underway and proceeded down the river in company with the *Montauk*, *Seneca*, and *Dawn*. At 10:30 came to anchor. *Montauk* hailed, saying she was struck by a torpedo and was making water; sent all boats immediately to her assistance, and succeeded in freeing her. At 11:30 boats returned. At 1:45 saw some contrabands coming across the marsh from Fort McAllister; sent an armed boat for them in charge of an officer. At 1:20 p. m. got underway and proceeded down the river for Port Royal.

Abstract log of the U. S. S. *Dawn*, Lieutenant-Commander Barnes, U. S. Navy, commanding.

February 27, 1863.—The rebel steamer *Nashville* came down the Ogeechee River on a reconnoissance. The *Seneca* ran up to Genesis Point and exchanged shots with Fort McAllister.

February 28.—At 6:20 a. m., in company with the *Montauk*, *Seneca*, and *Wissahickon*, went up the Ogeechee River, and at 7:30 opened fire on the Confederate steamer *Nashville*, lying aground above Fort McAllister. They replied from the fort, and we returned their fire at intervals. Continued firing for one hour, when a thick fog set in, rendering it impossible for us to see the fort or steamer; ceased firing in consequence. At 9:40 the fog lifted, and we discovered that our shell had set the *Nashville* on fire. At 9:40 there was a slight explosion on board of her, followed at 9:50 by a heavy one, blowing up her decks from the foremast to her smokestack. Having accomplished our object, at 10:40 moved down river, and, in company with other gunboats, came to anchor on the bar. At 3 p. m. the *Nashville* was burned nearly to the water's edge. Fired from 100-pounder Parrott 8 percussion shells and 4 25-seconds.

Commendatory letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Worden, U. S. Navy.

Unofficial.]

WABASH,

Port Royal, Sunday, March 1, [1863].

MY DEAR CAPTAIN: Until I can acknowledge officially your interesting dispatch, accept my thanks for your handsome service.

The moment was quickly seized, and handsomely executed was the work.

That vessel, the *Nashville*, seemed an idea in the public mind; for, although I have had her blocked up for eight months, the press, with its usual accuracy, has had her running the blockade about every three weeks. Still, had she got out as a privateer and joined the *290* and *Oreto*, I always felt [it] would have been a serious matter, and altogether different from carrying out a load of cotton. At this particular moment, too, I feel extremely gratified at being rid of her.

I owe much to Davis and Barnes, who have been there so long, and to Gibson, since he joined them, for with less vigilance and spirit she would have escaped ere this, and your own chance of adding to your brilliant services been lost.

I send down Mr. Stimers to see about your leak. Act according to your best judgment in coming up, and say to Drayton, if in, that I desire you to leave so soon as you deem it necessary.

Please say a word to Gibson and Barnes from me. Davis I have seen here. And believe me,

Truly, your friend,

S. F. DU PONT.

Commander J. L. WORDEN,
Senior Officer, Ossabaw.

Letter of commendation from Rear-Admiral Du Pont, U. S. Navy, to Commander Worden, U. S. Navy, commanding U. S. S. *Montauk*.

FLAGSHIP WABASH,
Port Royal, S. C., March 1, 1863.

SIR: I have the pleasure to acknowledge the receipt of your interesting report of February 28, informing me of the destruction of the *Nashville*.

This vessel, after being a long time blockaded in the waters of the Great Ogeechee, had been, according to the best information I could receive, fitted out as a privateer to depredate on our commerce. This circumstance adds much to the importance of her destruction, and I desire you to receive my thanks for the same and the expression of my admiration at the manner in which you have accomplished this most desirable result under the guns of a very strong fort, shielded from approach by staking and torpedoes. You have thus added to your already distinguished services and well-earned reputation.

You will also convey to your officers and crew my commendation for their good conduct, not only on this occasion, but during the previous attacks of the *Montauk* on the fort [McAllister], and their services generally in the Ogeechee, which you have brought so favorably to my notice, by reading this communication to them on the first convenient occasion.

I remain, respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Commander J. L. WORDEN,
U. S. S. Montauk.

Letter of commendation from Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Gibson, U. S. Navy, commanding U. S. S. *Seneca*.

FLAGSHIP JAMES ADGER,
North Edisto, S. C., April 3, 1863.

SIR: In my official dispatch to the Department referring to the destruction of the *Nashville*, I have not refrained from doing full justice to the officers and crews of the gunboats, who, for so long a

period, by their great watchfulness, prevented this rebel vessel from proceeding to sea.

It gives me great pleasure, however, to express to you, and through you to the officers and crew of the *Seneca*, my high appreciation of their vigilance in maintaining the blockade of the *Nashville*, and their gallantry in aiding in her destruction.

You will please read this letter at muster.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander W. GIBSON,
U. S. S. Seneca, North Edisto, S. C.

[Letter of same date and tenor to Lieutenant-Commander John S. Barnes, U. S. Navy, commanding U. S. S. *Dawn*.]

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of board of survey ordered to report on injuries to the U. S. S. *Montauk* from explosion of torpedo.

No. 122.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: I have the honor to enclose the report of the survey on the *Montauk*, injured by the explosion of a torpedo on the 28th ultimo, after the destruction of the *Nashville*. Drawings are also forwarded herewith.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of board of survey.

PORT ROYAL, S. C., *March 5, 1863.*

SIR: In obedience to your orders of this date, we have examined the bottom of the ironclad *Montauk* with reference to the injury sustained by the explosion beneath it of a torpedo in the Ogeechee River, and we beg leave, very respectfully, to report:

The explosion took place beneath the back end of the port boiler, under a part where the ship's bottom is very flat. We found the cast-iron portion of the boiler blow-off pipe, which, in all iron ships it is considered necessary to place between the copper pipes and the wrought iron of the ship's bottom to prevent the galvanic action which would otherwise take place, broken off; the bottom permanently indented $2\frac{1}{2}$ inches, the indentation extending 5 feet athwart ships and 3 feet fore and aft. The greatest force of the explosion was directly under a 12-inch floor, along beneath which the plating of the ship is cracked a distance of 2 feet 4 inches, thence diagonally aft and toward the keel 1 foot 10 inches, its direction being indicated by saying that it extends aft 9 inches and athwart ships 1 foot 8 inches, the

diagonal portion of the crack being in the next strake to garboard. This 12-inch floor and the 16-inch one forward of it are warped and torn somewhat from the frames.

We would respectfully recommend that the ship be beached and a soft patch tap bolted to the inside of the cracked plate; that the floors be straightened and refastened to the frames, and that a wrought-iron pipe be put in place of the cast-iron one which broke.

In making this last recommendation we are aware that we are departing from what is considered the best practice in iron shipbuilding where copper pipes are used; and that a torpedo may never again explode with that nice adjustment of locality and force which may break a cast-iron pipe and not break through entirely into the ship, yet we prefer to assume that this may occur and to suffer the certain inconvenience of the galvanic action than to replace a broken part with material which will certainly be broken upon an exact repetition of the accident.

We estimate the time required as follows:

To make the necessary preparations, four days;

To remain on the beach, two days;

To complete all that it is proposed to do, four days;

Total time from date, ten days.

We are, very respectfully, your obedient servants,

ALBAN C. STIMERS,
Chief Engineer, U. S. Navy.

R. W. McCLEERY,
Chief Engineer, U. S. Navy.

EDWARD FARON,
Mechanical Engineer.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Report of Captain Anderson, C. S. Army.

HEADQUARTERS,
Fort McAllister, Ga., February 28, 1863.

CAPTAIN: Through you I have the honor of reporting to Brigadier-General Mercer the result of this morning's engagement:

At 7:25 a. m. three gunboats, one mortar boat, and an ironclad came in sight of our battery. The gunboats and mortar boat took the same positions as in the former engagements. The ironclad anchored between 800 and 1,000 yards abreast of our battery and directed her entire fire at the *Rattlesnake* [*Nashville*], which was aground about three-fourths of a mile from her. The wooden vessels directed their fire at the battery; did no damage, but slightly injuring the quarters of the Emmett Rifles and plowing up the dirt in our parade. At 7:40 o'clock the *Rattlesnake* was set on fire, whether by her commander [Captain Baker] or by the shell of the enemy I am unable to say. If by Captain Baker, I think it was entirely unnecessary, circumstances not demanding her destruction. The ironclad was struck by several of our shot; the wooden vessels were struck once by our 32-pounder rifle.

Officers and men acted with their accustomed bravery and only regretted the brevity of the fight.

At 9:30 o'clock the vessels ceased firing and dropped down the

[Ogeechee] river. The ironclad apparently passed and repassed with impunity over the spot where the torpedoes were sunk.

I am, captain, very respectfully, your obedient servant,
GEO. W. ANDERSON, Jr.,
Captain, Commanding.

Captain GEORGE A. MERCER,
Assistant Adjutant-General.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the distribution of the vessels of his command.

No. 107.]

FLAGSHIP WABASH,
Port Royal, S. C., March 1, 1863.

SIR: I have the honor to report the following positions on blockade of the vessels of this squadron:

Georgetown, U. S. S. *Conemaugh*.

Off Bull's Bay, U. S. S. *Lodona*.

Off Charleston, U. S. steamers *New Ironsides*, *Powhatan*, *Canandaigua*, *Quaker City*, *James Adger*, *Augusta*, *Huron*, *Stettin*, and schooners *G. W. Blunt* and *America*.

In Stono, U. S. steamers *Pawnee*, *Unadilla*, and *Commodore McDonough*.

In North Edisto, U. S. S. *South Carolina*.

In St. Helena, U. S. bark *Kingfisher*.

In Wassaw, U. S. S. *Marblehead*.

In Ossabaw, U. S. steamers *Passaic*, *Montauk*, *Patapsco*, *Nahant*, *Sebago*, *Seneca*, *Wissahickon*, *Dawn*, and mortar schooners *Para*, *C. P. Williams*, and *Norfolk Packet*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's sounds, U. S. steamers *Paul Jones*, *Keystone State*, *Potomska*, *Wamsutta*; barks *Braziliera* and *Fernandina*.

In St. Andrew's, U. S. bark *Midnight*.

At Fernandina, U. S. S. *Mohawk*.

In St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, most of them repairing, taking in provisions and coal, flagship *Wabash*, storeship *Vermont*, U. S. steamers *Weehawken*, *Housatonic*, *Flag*, *Memphis*, *Madgie*; tugs *Daffodil*, *Columbine*, *O. M. Pettit*, *Rescue*, and *Dandelion*. The U. S. S. *Flambeau* and U. S. schooner *Hope* are used as dispatch vessels.

I am, sir, very respectfully, your obedient servant,
S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Hughes, U. S. Navy, in view of the presence of the blockade runner Baroso in St. Mary's River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 1, 1863.

SIR: Through a communication from Colonel Hawley at Fernandina to the adjutant-general here, I learn that there is a rebel side wheel

steamer called the *Baroso* up the St. Mary's River, near Camp Pinkney, which is preparing to run the blockade. She is supplied with hard coal, I am told, to escape observation.

I feel assured it is only necessary to send you this information, in case you have not previously received it, to insure all vigilance on your part. I recommend selecting with care the best anchorage for the *Mohawk*; a picket boat at night might also be of service.

I hope the fort is alive to the necessity of a sharp lookout. Had you not better see the colonel commanding the post and establish concerted signals, etc.?

I send you a paper of the latest date received here.

You will be pleased to hear that we received intelligence yesterday of the destruction of the *Nashville* under the guns of Fort McAllister on the Ogeechee, by the *Montauk* and the gunboats. This may enable me to send you a vessel soon, for I am not unmindful of the crippled condition of the *Mohawk*.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander A. K. HUGHES.
U. S. S. Mohawk, Fernandina.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Turner,
U. S. Navy, regarding the disposition of prizes.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 1, 1863.

SIR: In case you capture any more steamers off Charleston and send them north from there, you will, by order of the Navy Department, dispatch them to Boston.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain T. TURNER,
U. S. S. New Ironsides, Charleston.

[Telegram.]

NAVY DEPARTMENT, *March 2, 1863.*

Dispatch the *Courier*, with stores, immediately to Port Royal. They are very much needed.

GIDEON WELLES,
Secretary Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting drawing of the Confederate ironclad Atlanta (formerly Fingal), with explanatory letter.

No. 106.]

FLAGSHIP WABASH,
Port Royal, S. C., March 2, 1863.

SIR: I have the honor to forward herewith a drawing* of the Savannah ironclad *Atlanta*, formerly the *Fingal*, with an explanatory letter by First Assistant Engineer Bampton, of this vessel.

The drawing was made from information given by an Englishman, taken a few days ago in the prize schooner *Glide* in Wassaw, who states that he boarded in Savannah with the draftsman who executed the drawings of the *Fingal*, which he was permitted to see, and also that he had frequently been on board the vessel.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

SIR: In accordance with your desire, I herein furnish the details of the rebel ram *Fingal* as far as I have been able to obtain them from the prisoner taken from the prize schooner *Glide*.

The principal feature in the ram's construction, as will be seen in the accompanying drawing, is the manner in which her armor is secured. It consists of two thicknesses of iron plates (each $2\frac{1}{2}$ inches thick by 5 inches in width), the lower or inner plates running longitudinally with the vessel between alternate layers of wood $2\frac{1}{2}$ inches in width, the upper or outside plates crossing at right angles to the inside layers. These inner layers of plates have no bolts in them, but bolts pass through the outside plates into the alternate layers of wood, thus securing the armor. The bolts used for this purpose are of common blunt pattern.

The forward and after guns are on pivots and can be trained to the nearest ports on each side, no broadside guns being mounted in these ports. She is thus able to use four broadside guns on the port side and three on the starboard, there being but one porthole for a broadside gun on the starboard side.

When going into action, the smoke pipe is intended to be removed flush with the deck and a grating placed in the aperture. It may be proper to state that the vessel as originally constructed was an iron one and was cut down and changed to the present form. Her bow is composed of heavy boiler iron, 6 feet long by 3 feet wide, filled inside and bolted to the stem. These explanations will, I trust, be readily understood by reference to the accompanying drawing.

I am, very respectfully, your obedient servant,

BENJ. C. BAMPTON,
First Assistant Engineer, U. S. Navy.
Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

*Not found. A drawing of the C. S. S. *Atlanta* will be found under date of her capture, June 17, 1863.

[Endorsement.]

Believing that the above, with the accompanying drawing, will be interesting to the Department, I herewith forward them.

S. F. DU PONT,
Rear-Admiral.

Confidential letter from Rear-Admiral Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding ironclads required.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

MY DEAR SIR: I have your unofficial letter of the 20th, and desire, before I say another word, to undeceive you as to my ever having said to General Foster or anybody else that I would be perfectly satisfied with two more monitors. Seymour, more of a shipman where forts are concerned than I am, said once he thought six monitors besides the *Ironsides* would do it, and this may have led to the mistake.

While I thank you much for your great efforts, I think it right to say that the limit of my wants in the way of ironclads is the capacity of the Department to supply them. I think the *Merrimack* should be watched, and deem it right that one should be at Newport News, but I want to say to you, as a friend and officer, that if you retain a single one not absolutely wanted elsewhere you may regret it the longest day you live. If you send me all you can, I can ask no more, but I do not see why I can not have the *Nantucket* and the *Keokuk* as well as the *Catskill*. I trust in God you are not going to let Foster inveigle you into any Wilmington operation until we are through here. Let the Army go on, if it pleases, with that system of dissemination which has well nigh ruined it and us, but keep it out of the Navy. When you started on the Wilmington plan I took it patiently, though pressed all round by the rebel rams.

Foster left us a precious legacy here—flying round making reconnoissances. He made one up Folly River, and then it was published in the Herald. Morris Island has since been covered with batteries, where we have to win our harbor and establish our naval base.

We got steam on *Weehawken* to-day, but the piston leaks and has to come out; it will take three days. I fear Worden's vessel was hurt by the torpedo. They avoided it going up, but in drifting down in the fog after the fight they touched it and it went off. The leak was bad at first, but it was found to come from a pipe principally. I sent Stimers immediately down, and with orders to bring her up here. I hope to hear to-morrow that Drayton has taken the fort. That *Nashville* was a thorn in my flesh and Worden did the work on her beautifully, but she never would have been there for him to operate on but for two such blockaders as Davis and Barnes, who have been there so long, making such an impression by their boldness that the fellow never dared attempt to run by them. Gibson, after he went, did very well too.

Oh, those supply ships that will not come! No provisions yet.

It is very late and I am much pressed. With warm regards to Mr. Welles,

Yours, most sincerely,

S. F. DU PONT.

Hon. G. V. Fox,

Assistant Secretary of the Navy.

P. S.—Excuse me, but I could not but smile at your grand plan of sailing in silently on our friends. There is no question what the result would be, and be as you say it would; but, my friend, you have to get there. We'll do it if it can be done. I would like to make you happy. I think we shall have to batter and pound beyond any precedent in history.

I hope you will publish my dispatch about the *Nashville*.

S. F. D. P.

Report of Commander Balch, U. S. Navy, commanding U. S. S. Pawnee, of a reconnoissance of John's Island through Kiawah River.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, March 2, 1863.

SIR: I have the honor to report all quiet on this station, nor have we been able to discover any movements of the enemy leading to the belief that new batteries were being erected. The soldiers of the Seventy-sixth volunteers have been employed as pickets on Cole's Island, but the vessels are anchored so close to that island as to preclude the possibility of the enemy doing damage, either by batteries or riflemen.

For the purpose of ascertaining if it be possible for the rebels to erect batteries on John's Island that could annoy us at this anchorage, I proceeded on the 28th ultimo in the *Unadilla*, piloted by Lieutenant-Commander Bacon in the *Commodore McDonough*, up Kiawah River some 5 miles, but we discovered no signs of any such batteries.

We, however, established the fact that none could be placed on the eastern end of John's Island from which we could not readily drive the rebels. The schooner *E. W. Gardner*, with coal, arrived on the 25th ultimo and was discharged on the 27th. I have been employed ballasting her, and she sailed yesterday.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Taylor, U. S. Navy, commanding U. S. S. Housatonic.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

SIR: You will please proceed off Charleston with the *Housatonic* under your command and report to senior officer present for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain W. R. TAYLOR,
U. S. S. Housatonic, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to the master of the steamer Ericsson.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 2, 1863.

SIR: You will please proceed with the *Ericsson* and anchor off the bar of Ossabaw.

When required by Captain Drayton, the senior officer, you will tow to this port any vessels which he may desire to send here.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain LOWBER,
Steamer *Ericsson*, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, for the detail of officers for instruction in the system of homographic signals.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 3, 1863.

SIR: You will please have a clever officer detailed from each of the vessels off Charleston to report as soon and as often as the exigencies of the service will admit, on board the *Housatonic* to receive instruction from Lieutenant Brower, of that vessel, in a system of homographic signals.

As soon as these officers become familiar with this system you will, when practicable, cause it to be used in communications between the vessels off Charleston.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain T. TURNER,
U. S. S. *New Ironsides*, off Charleston.

P. S.—Should you prefer it, Lieutenant Brower may be required to meet the officers from the different vessels on board the *New Ironsides*.

S. F. D. P.,
Rear-Admiral.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, regarding the proposed withdrawal of the U. S. S. New Ironsides.

Unofficial.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 3, 1863.

MY DEAR TURNER: I have your letters, public and private. The item in one of the latter which gives me most concern is your belief that the *New Ironsides* must come here before being ready for action. I thought we had done all when she was here that required a harbor anchorage to accomplish.

On the other hand, I do not wish, as you may well conceive, to throw obstacles in the way of promoting the efficiency of a ship which must have so important a share in pending operations.

Should a second raid be attempted in the absence of the only iron vessel which can lay outside, and be more or less damaging, the account-

ability would not be light. I, therefore, desire that you give the matter very serious consideration and see what Godon says at your withdrawal. If you are coming, you must come soon, and the time named by you as necessary to have will have to be much shortened.

I am glad you smoothed down the English officer. There is no use making more sore places than we can help.

Issue all such orders as you may deem necessary, but please do not call them general orders; this has a technical significance and interferes with a regular sequence of such in the squadron. Also, please do not endorse your letters on the back, as this disarranges our files, and the Department does not like it.

Yours, most truly,

S. F. DU PONT.

Captain T. TURNER,

U. S. S. New Ironsides, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Strong, U. S. Navy, commanding U. S. S. Flag, to proceed to blockade duty off Charleston, S. C.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 3, 1863.

SIR: You will proceed with the *Flag* under your command off Charleston, and report for blockading duty to Captain T. Turner, of the *New Ironsides*, senior officer present.

You will also take as passengers several officers on the way to join their ships off Charleston.

Respectfully, etc.

S. F. DU PONT,
Rear-Admiral.

Commander J. H. STRONG,

U. S. S. Flag.

Report of Commander Steedman, U. S. Navy, regarding duty performed in furnishing provisions and stores to United States vessels.

U. S. S. PAUL JONES,

St. Simon's, Ga., March 3, 1863.

SIR: I have the honor to report that since the arrival here of the *Keystone State* I have visited in this vessel St. Andrew's, Doboy, Sapelo, and St. Catherine's, and have supplied the *Midnight*, *Fernandina*, *Wamsutta*, *Potomska*, and *Braziliera* with provisions and stores to last two months from the 24th ultimo, with the exceptions of the articles of soap and tobacco.

I am happy to inform you that I found everything satisfactory at the above-mentioned places.

I most respectfully request that either a 20-pounder Parrott or 24-pounder howitzer may be sent to the *Braziliera*. This vessel has neither bow nor stern chasers, with the exception of two light 12-pound howitzers, with which I supplied her from the *Madgie* and *Paul Jones*.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

Attack on Fort McAllister by monitors under the command of Captain Drayton, U. S. Navy, March 3, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting additional reports.

No. 113.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 6, 1863.

SIR: The Department has already been informed of my desire, before entering upon more important operations, to subject the various mechanical appliances of the ironclads to the fullest test of active service and to give the advantage of target practice to the officers and men with their new ordnance. For this purpose I had ordered a concentration in the Ogeechee of such of these vessels as were ready to attack Fort McAllister and secure or destroy the *Nashville*.

Before this concentration could take place, the *Nashville* was destroyed by Commander Worden, in the *Montauk*, the particulars of which occurrence I reported to the Department by the last mail. The ironclads having, however, arrived in Ossabaw, I directed Captain Drayton, of the *Passaic*, to go on with the attack on the fort, accompanied by the *Patapsco* and *Nahant*; the *Montauk* having been three times under fire of the fort and sufficiently tested, was not to join in.

I received last evening Captain Drayton's detailed report of his eight hours' bombardment, with a statement of the damage done to his vessel, and also the reports of Commanders Ammen and Downes to him, all of which are enclosed (marked Nos. 1, 2, 3), and I think will be read with great interest by the Department, for it will not fail to perceive that valuable information has been elicited and most important data obtained, and I feel thankful that this I have done without any loss of life. Except that the fort might possibly protect another blockade runner, its capture was of no special practical importance.

The injury to the *Montauk* from the torpedo is the most serious that has occurred, and will require some ten days to repair, but the Department will remember the invaluable service she performed while receiving it.

I think it worthy of mentioning that this bombardment, so fruitful in giving us experience, was witnessed by Brigadier-General Seymour, the chief of artillery, and Captain Duane, the chief engineer of this military department, and I shall be able to receive from these gentlemen the result of their observation, which, representing, as they do, special branches of the military service, will be interesting and important.

I can not close this communication without speaking of Captain Drayton, who has been one of my commanding officers since October, 1861. He has performed this service with that ability, judgment, and calm courage which have ever marked his execution of my orders.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Captain Drayton, U. S. Navy, commanding U. S. S. Passaic.

U. S. IRONCLAD PASSAIC,
Ogeechee River, March 4, 1863.

SIR: I wrote a short report last evening after my return from the attack on Fort McAllister, and will now make one more in detail. A list of the ammunition expended, of the injuries to the vessel, and an extract from the log I enclose with this, from which latter you will perceive that my vessel was under fire just eight hours. I was directly in front of the fort, the guns being, as we looked at them, in the center between high traverses of earth, which were on each side. These, however, as we were placed had no effect in protecting either guns or men. The latter never exposed themselves to our fire, usually discharging their pieces either while we were loading or just as our ports came in line and before the guns were quite ready, the turret being painted black not deceiving them any more than a different color had done in the first attack of the *Montauk*. I was as close to the fort as the pilot, who is the best on the river (as was proved in this case by my being the only one whose vessel was not aground when the tide fell), would take me, and as high as the *Montauk* had been except on her second attack, but only for an hour, when, being in 12 feet, as I understand, Captain Worden was obliged to drop down to a position below, where I was yesterday—a rather risky operation, too, in so narrow a channel, where, had the vessel grounded, she must have been exposed below the side armor. This being the case, I am satisfied that 12 feet can not be carried when a vessel is to anchor above where I was. The channel is close to the marsh opposite the fort, and as the piles were only about 400 yards beyond where I was lying I don't see how more than 200 yards can be gained nearer to the fort by being against them, as the river can't be crossed, and is very wide; certainly, after discussing the matter with the pilot on the spot, I doubt being able to get nearer than a thousand yards without going above the piles, where the channel crosses over. My distance I judged to be 1,200 yards from the following data: The XI-inch gun was very carefully elevated by a spirit level to a little less than six degrees; this is, by Ordnance Manual, 1,500 yards, axis of bore 10 feet above the water; mine was about 4, which requires a deduction of 130 yards. Then the parapet of the fort was at least 20 feet above the water, which, requiring about half a degree more, will bring the distance about what I have stated it. Their shot were always less than five seconds in reaching me from the flash—generally four—which would, considering their greater initial velocity, about agree with my calculation. My five-second fuzes, however, usually burst just before reaching, the seven after striking. The pilot called the distance a thousand yards.

The fort is very solidly built, with high traverses between the guns, and raised at least 20 feet above the river, and contained seven guns and a XI-inch mortar. One of these guns was, I think, destroyed, the others used until we were out of range. Immense holes were cut into the earth, the traverses and face much cut away, but still no injury done which, I think, a good night's work would not repair, and I do not believe that it can be made untenable by any number of ironclads which the shallow water and narrow channel will permit to be brought into position against it. The guns are one X-inch, a shot from which

lodged on the top of our turret, one heavy rifle, about a hundred-pounder, and the remainder, I should judge, 32s, with a light gun throwing bolts, which would be aimed at anyone showing himself on the deck. These, with the mortar, were, however, nothing, as a defense to the river, comparable to the shallow water and piles, as was proved by my being exposed to their fire for eight hours without serious injury, but they answer the purpose, which is simply to prevent the channel being cleared of obstructions. Our three mortar schooners kept up a fire during the day from about 4,000 yards distance, but, so far as I could observe, without the least effect, the shells generally falling short.

The firing from this vessel was quite good, and I think very few shots missed striking about the parapet after the first hour, as I had carefully corrected each one, up to that time, from outside of the turret on deck, where the effect could be well followed. Although the attack was an unsuccessful one, it was certainly not owing to any want of zeal and attention to duty on the part of either officers or men, and I am greatly indebted to Lieutenant-Commander J. N. Miller, the executive officer, as well as to Acting Master S. Huse, who attended under him to the management and pointing of the guns, and whose energy and zeal was very marked on this occasion, as it has been on several others.

I feel very much, of course, the failure, to a certain extent, of the attack, which you had entrusted to my direction, but am satisfied that the natural obstacles are such as to render another just as little likely to succeed. The experience obtained is worth something in future operations. I only withdrew when all my shell with fuzes long enough to reach (or over five seconds) had been expended, and when the crew were almost beyond further work, having been occupied for eight hours at the guns without even an intermission to eat, and then I should have remained had I seen the least sign of faltering or slackness of fire on the part of the enemy; but, on the contrary, I think that it was, if anything, more rapid toward the last.

The gunboats *Seneca*, Lieutenant-Commander Gibson; *Wissahickon*, Lieutenant-Commander Davis, and *Dawn*, Lieutenant Barnes, were anchored near the mortar schooners in signal distance of us, and prepared to give assistance had any been required.

Everything about the guns and carriages worked to my satisfaction, except that the box around the XV-inch gun, on examination was found to be almost detached from the side, owing to the breaking of the bolts which secure it to the turret. From its appearance this morning, I should think that it could scarcely stand a dozen more shots. My deck having been very badly injured, will require some repairs before I could, I think, safely go outside. The mortar shell which fell on deck over the bread room, would undoubtedly have gone through had it not struck on a beam; as it was, it has completely crushed in the planking at the side of the beam, opening quite a hole through, and had it been loaded with powder instead of sand, might have set the vessel on fire. I have measured a piece of it, and it does not seem to have been larger than X-inch; this certainly does not say much for the strength of the deck, the injury to which has been so much more serious than to that of the *Montauk*, that I must attribute it to a worse class of iron, unless heavier guns have been mounted since the attack made by Commander Worden.

I have gone into greater length than perhaps would be required, were it not that ill success always needs much explanation, and that things which relate to the ironclads possess, from their want of precedents, an interest not otherwise belonging to them.

On the night previous to the attack, Lieutenant-Commander Gibson with his boats, swept for torpedoes in the neighborhood of the one which exploded under the *Montauk*, but did not meet with any.

I have omitted to mention that my pilot was the same one who had charge of the *Montauk* in her various operations in this river, and I have to thank Commanders Ammen and Downes for the hearty support which they gave me.

I am, very respectfully, your obedient servant.

P. DRAYTON,
Captain, Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

I send also the reports of Commanders Ammen and Downes.

Report of Lieutenant-Commander Miller, U. S. Navy, executive officer of the U. S. S. *Passaic*, regarding injuries sustained by that vessel.

U. S. IRONCLAD STEAMER *PASSAIC*,
Ogeechee River, Georgia, March 4, 1863.

SIR: I submit the following report of the injuries we received in the attack on Fort McAllister:

We were struck nine times on the port side armor. Three of these were about 50 feet from the bow and within the distance of 3 feet from each other. They made indentations of 2 inches, carried away several bolts, and raised the adjoining deck plating 1 inch. The other shots in side armor made indentations of about 1 inch without injuring the bolts.

On deck plating we received thirteen shots; one over wardroom store room raised the plating and carried away several of the bolts; one struck over the hammock room, near the turret, crushing in the plating and deck planking, causing the deck to leak when covered with water. Two shots struck over the engine room, breaking a number of bolts in the plating, which it also broke through and raised the ends. A X-inch mortar shell, loaded with sand, struck over the bread room, crushing in the deck plating and planking; it struck partly on a beam and the angle iron which supports it, but as far as we can see these are not injured. The remaining shots on deck did not seriously injure the plating. Five shots struck the turret, making indentations varying from one-half inch to 1 inch; one of these is 6 inches below the XV-inch port. Two shots struck the pilot house, carrying away three of the bolts, and making indentations of about 1 inch. One shot struck the roof of the turret and broke one of its beams of railroad iron. The lower part of the smokestack was struck once close to the deck, making an indentation of 1½ inches, and carrying away one of the boltheads.

The concussion of the XV-inch gun broke all of the bolts holding the sides of the box to the turret, and I have no doubt, unless the bolts are replaced, that a few more fires would destroy the box, one side of which is much bulged out. The bolt holding one of the rollers of the

sliding plate in concussion box parted during the action; but as we always fired at the same elevation the plate was lashed so that we could run the gun in and out.

During the action we were struck thirty-four times, nine of which were on side armor; thirteen on deck; five on turret; two on pilot house; one on roof of turret; one on smokestack; one carried away pennant staff on pilot house; one carried away boat spar aft, and one the outrigger forward.

I am, respectfully, your obedient servant,

J. N. MILLER,
Executive Officer.

[Captain DRAYTON.]

Abstract log of the U. S. S. *Passaic*, Captain Drayton, U. S. Navy, commanding.

March 3, 1863.—Ossabaw Sound: At 7:45 a. m. secured fighting hatches, got underway, and steamed up the river with the ironclads *Patapsco* and *Nahant* following astern. At 7 the three mortar schooners were towed near us in a position for firing. At 8:40 anchored off Fort McAllister at a distance of 1,200 yards. Immediately after the *Patapsco* did the same, about 200 yards, a little to our port quarter, we riding to the ebb, and the *Nahant* about the same distance on the starboard quarter. Immediately on anchoring the fort opened fire on us, which was returned by us and the other two vessels. From meridian to 4 p. m.: Firing still upon the fort, which was returned. At 1:20 p. m. the pulley that supported the chain of the sliding shutter of the XV-inch gun broke and the gun could not be fired for half an hour in consequence. At 3:30 p. m. made private signal to stop fire and retire, which was soon after obeyed by the *Nahant*, but could not be by the *Patapsco*, as she was aground. She, however, got off and started down the river at 4:10, followed by us at 4:30. As we got underway we fired a shot from each gun and then ceased firing. The fort continued to fire as long as we were in range, which was ten or fifteen minutes after we were underway. I could not observe that their fire was much slackened from the morning. At 5:30 anchored at the place we had left in the morning, the *Nahant* and *Patapsco* having done so before us. Expended during the action with the forts: XV-inch gun, 2 shell, 5-second fuze; 37 shell, 7-second and 10-second fuze; 2 cored shot; total, 41 projectiles, 41 charges of 35 pounds powder. XI-inch gun, 4 shell, 5-second fuze; 36 shell, 7-second and 10-second fuze; 2 canister; 1 shrapnel, Boormann fuze; 9 solid shot; total, 52 projectiles, 52 charges 15 pounds powder. From 8 to midnight, mortar schooners firing at intervals.

March 4.—Ossabaw Sound: From meridian to 4 p. m. saw large bodies of men at work repairing Fort McAllister.

Report of Commander Ammen, U. S. Navy, commanding U. S. S. *Patapsco*.

IRONCLAD PATAPSCO,
Ogeechee River, March 3, 1863.

SIR: I have the honor to report that, in obedience to signal at 8 a. m. of to-day, the *Patapsco* was got underway, preceded by the *Passaic*

and followed by the *Nahant*, and at about 8:30 a. m. anchored below Fort McAllister.

The enemy immediately opened fire and had established a target for range on a marsh near the spot where the three vessels anchored as near each other as was possible to swing clear on a turn of tide. Seven guns were visible on the face of the work, protected by heavy traverses, and in an adjoining wood one or two mortars and a rifle were in position and directed their fire against us.

The difficulty of approach through a narrow channel and the shallowness of the water evidently left you without a choice of position. We followed your movements, and after firing a few shell found the distance from the battery greater than had been supposed. We fired deliberately, and finding the XV-inch gun required more elevation than is desirable, confined ourselves for some time to the use of the rifle. The time fuzes of the rifle, except those made by the Ordnance Department, did not appear generally to explode the shells, and the percussion shells did not explode with the ordinary percussion musket cap. By filing the nipple so as to receive an ordinary cap few failed, even when striking in the sand. Fourteen XV-inch and forty-six 150-pound rifle shell were expended by us against the enemy.

No injury was sustained by this vessel, and only one shot was known to have struck the deck. Much the greater part of the firing of the enemy was directed against the *Passaic*.

The works of the enemy appeared very much cut up; the parapet was breached in several places and three of the traverses very much injured.

When the *Passaic* and the *Nahant* swung to the flood at about 3 p. m. we remained across the tide, and I saw at once that we were aground, owing to having anchored a few yards on the port quarter of the *Passaic* as she rode to the ebb; a rising tide and working the engine enabled us to swing about 3:40 p. m.

The signal by whistle to get underway was not understood by us, and the flag was not seen. After seeing the *Nahant* leave, and learning verbally the order, I got underway, as directed, and proceeded to this anchorage.

I am, very respectfully, your obedient servant,

DANIEL AMMEN,
Commander.

Captain PERCIVAL DRAYTON,
Ironclad Passaic.

Report of Commander Downes, U. S. Navy, commanding U. S. S. *Nahant*.

IRONCLAD NAHANT,
Ossabaw Sound, March 4, 1863.

SIR: I have the honor to submit the following report of the participation of this vessel in the attack yesterday upon Fort McAllister:

Weighing anchor at 7:30 a. m., the commencement of ebb tide, in compliance with signal, we steamed up the river, preceded by the *Passaic* and *Patapsco*, and at 8:30 grounded in close vicinity to our subsequent anchorage, and after the two leading vessels had anchored, but, by backing our engines, fortunately got afloat again before the tide had receded sufficiently to make us a fixture until the next high

water. At 8:50, whilst still aground, we commenced action, about 1,700 yards from the fort, the enemy having opened fire about ten minutes previously and continued it subsequently at the reduced distance of about 1,500 yards until ordered by signal to discontinue and drop out of action, at near 4 p. m., during which time we fired thirty-two XV-inch shell and twenty-nine XI-shell. After firing ten charges of 35 pounds from the XV-inch, with all the elevation I could give the gun, the shell falling short of the parapet, and not being able to reduce my distance from the fort, I considered it necessary to increase my charge of powder to 38 pounds, after which the practice from this vessel was very satisfactory and the effect upon the earthwork opposed to us apparently very damaging, tearing away the parapet and traverses and bursting the shells with great certainty inside the work, and very often in close vicinity of the guns.

I can find no trace of this vessel having been struck by shot during the action; indeed, the leading vessel, the *Passaic*, seemed to attract the attention of the battery almost exclusively, they giving us only an occasional shot, which generally passed over. A mortar planted under cover of the woods in the vicinity of the fort and a small rifled piece or two, aimed apparently at persons exposing themselves upon the deck, paid us particular attention, but without effect.

At various times during the action the compressor arrangements of the XV-inch gun became disarranged, the gun twice recoiling so far in that it was with great difficulty, and once only with the assistance of a jackscrew, that we forced it out again; and at the twentieth fire the rivets of the brass guides on the after part of the carriage broke, the guides falling down into the turret chamber below, without, however, disabling the gun. At the thirty-ninth fire of the XI-inch gun the cast-iron yoke snapped at the outer edge of the port trunnion, thereby effectually disabling the gun until another yoke is supplied to us.

I estimated the armament of the fort, on the water faces, at seven guns, a large rifle, and the remainder VI-inch, VIII-inch, and X-inch guns, besides one or two smaller rifles, not apparent to us except from their execution, and the one mortar previously mentioned.

The bearing of the officers and crew was everything I had expected of them, entirely satisfactory, and assuring to me that under any circumstances they will perform their duties thoroughly.

Enclosed please find returns of the expenditure of ammunition and the quantity still on board.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Captain PERCIVAL DRAYTON,
Comdg. Ironclad *Passaic*, Senior Officer Present, Ogeechee River.

Report of Commander Downes, U. S. Navy, commanding U. S. S. Nahant, regarding injuries to two of that vessel's guns.

U. S. IRONCLAD NAHANT,
Ogeechee River, February [March] 3, 1863.

SIR: I regret to have to inform you that on the thirty-ninth fire the yoke of the XI-inch gun snapped near the end of the port trunnion,

and my gun is thereby disabled from further use unless I can obtain another yoke.

At the twentieth fire from the XV-inch gun the brass guides on the after part of carriage were carried away, though the gun is not at all disabled thereby.

I am, respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Captain PERCIVAL DRAYTON,
Commanding U. S. Squadron, Ogeechee River.

Abstract log of the U. S. S. *Seneca*, Lieutenant-Commander Gibson, commanding.

March 3, 1863.—At 8 a. m. the *Passaic*, *Patapsco*, and *Nahant* underway and steaming slowly up the Ogeechee River. At 8:05 mortar schooners underway in tow of the tug *Dandelion*. At 8:25 a. m. mortar fleet in position. At 8:31 battery opened fire on the ironclads. At 8:37 a. m. the *Passaic* opened fire. At 8:40 mortar schooner opened fire. At 8:41 a. m. the *Patapsco* opened fire. At 8:42 up anchor and steamed a short distance up the river. At 8:47 the *Nahant* opened fire and the action became general, the ironclads and mortar schooners only engaged. Weather, fresh breezes from the westward and clear. From 4 to 6 p. m.: The ironclads returned to their former position out of range of the enemy's guns. The enemy fired the last gun at the *Passaic* about 4:30. The mortar schooner *C. P. Williams* was taken down the river in tow of the *Dandelion*. From 8 to midnight: Light airs from the westward, clear, and pleasant. Mortar schooners kept up a rapid firing at the battery during the watch.

March 4.—Commences and until 4 a. m.: Two mortar schooners throwing shell at intervals into McAllister. Fresh gales from the westward and clear. At 6 a. m. mortar schooners ceased firing.

Abstract log of the U. S. S. *Wissahickon*, Lieutenant-Commander Davis, U. S. Navy, commanding.

March 3, 1863.—From 4 to 8 a. m.: Light winds from the westward and pleasant weather. At 6:30 got underway and took the mortar schooner *Para* in tow and proceeded up the river [Ogeechee]. At 7:30 cast off the schooner and came to with port anchor in company with the fleet, Genesis Point bearing W. $\frac{1}{2}$ N. distant $1\frac{1}{2}$ miles; barometer, 29.60; air, 60. From 8 to meridian: Pleasant weather and fresh winds from the westward. At 8 the ironclads *Passaic* and *Patapsco* got underway and proceeded up the river. At 8:15 the ironclad *Nahant* got underway and followed them. At 8:25 mortar schooners *No. 1* and *No. 5* were towed up the river by tug *Dandelion*. At 8:40 the ironclads came to anchor about three-fourths of a mile below Fort McAllister. At the same time the mortar schooners came to anchor $1\frac{1}{2}$ miles below the fort. At 8:45 the battery opened fire on the ironclads. At 8:53 the *Passaic* opened fire on Fort McAllister. At 8:56 the *Patapsco* opened fire, and at 9 the *Nahant* opened fire on the fort. At 9 we got underway and came to a cable length above the mortar

schooners. Same time the mortar schooners opened fire on the fort. At 9:15 the *Montauk* came up and anchored just above us. The ironclads *Passaic*, *Patapsco*, and *Nahant*, and the mortar schooners continued firing at short intervals during the watch. From meridian to 4 p. m.: Wind from the west, weather clear. Ironclads *Passaic*, *Patapsco*, and *Nahant* and the mortar schooners still engaged firing on the fort, the fort answering them. At 3:45 the *Nahant* dropped down the river at the same time the *Montauk* and this ship moved down the river one-half mile, and came to anchor. At 5 the ironclads *Patapsco* and *Passaic* ceased firing and came down the river to former anchorage. Mortar schooner *C. P. Williams* towed down the river by the tug *Dandelion*. At 8:40 the *Dandelion* left for Port Royal. The mortar schooners *Norfolk Packet* and *Para* continued shelling the fort throughout the watch.

March 4.—From midnight to 4 a. m. the mortar schooners firing at intervals. At 6:30 mortar schooners ceased firing.

Abstract log of the U. S. S. *Dawn*, Commander Clary, U. S. Navy, commanding.

March 3, 1863.—Ironclads steamed up to positions for engaging Fort McAllister. Towed mortar schooners to stations for firing. At 8:40 Fort McAllister fired first shot. At 8:50 the *Passaic* opened on the fort, the *Passaic*, *Patapsco*, *Nahant*, and the mortar boats being engaged. From meridian to 4 p. m. bombardment still continuing. At 4:15 the *Patapsco* ceased firing and anchored out of range of battery, followed by the *Passaic*. At 4:30 the mortar boat ceased firing and at 4:38 Fort McAllister fired last shot. At 8:10 the mortar boats resumed the bombardment of Fort McAllister.

March 4.—From midnight to 4 a. m. bombarding still continued. At 6:15 mortar boats ceased firing. At 8:50 steamed down the river and anchored off Florida Passage.

Abstract log of the U. S. schooner *C. P. Williams*, Acting Master Freeman, U. S. Navy, commanding.

March 3, 1863.—At 8 a. m. were taken in tow by the *Seneca* and towed into Ogeechee River. At 8:45 were placed in position for bombarding Fort McAllister. At 9 opened fire with the mortar. From 12 to 4 p. m.; continued in action these four hours. At 4:15 p. m. ceased action, having expended 54 XIII-inch shell and 1,200 pounds powder. At 4:30 p. m. were taken in tow by the tug *Dandelion* and proceeded to our former anchorage at Florida Pass.

Abstract log of the U. S. schooner *Para*, Acting Master Furber, U. S. Navy, commanding.

March 3, 1863.—In Ogeechee River. At 7 a. m. anchored by aid of tug off Fort McAllister. At 9 a. m. commenced firing. At 4:45 p. m. ceased firing. At 5:30 steamer towed us to opposite side of river. At 8 p. m. commenced firing.

March 4.—At 1 a. m. ceased and at 2 a. m. commenced firing, and at 6:20 a. m. ceased firing. Tug took us down the river.

Abstract log of the U. S. schooner *Norfolk Packet*, Acting Ensign Wood, U. S. Navy, commanding.

March 3, 1863.—At 6:30 a. m. steamer *Dawn* took us in tow. Anchored in sight of Fort McAllister and at 9 a. m. commenced bombardment, firing a mortar shell every five minutes, the three monitors up river firing very rapidly. At 3 p. m. a shell passed over main boom and landed in the bank on starboard quarter. At 6:30 p. m. ceased firing and at 8:30 p. m. commenced firing again.

March 4.—At 12:30 a. m. stopped, and at 2:30 a. m. commenced firing again and continued till 6:30 a. m. At 8:30 a. m. dropped down the river.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Drayton, U. S. Navy, commanding U. S. S. *Passaic*, for the withdrawal of that vessel and others from Ossabaw Sound.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 4, 1863.

SIR: I have received your communication of yesterday, giving the particulars of your attack on Fort McAllister.

The results have been of great service in testing not only the resisting, but the aggressive, powers of the ironclads, which will be of much use in future operations.

As nothing will be gained by renewing the attack, you will therefore withdraw the *Passaic* and all the other vessels from Ossabaw, returning to this anchorage, leaving only the *Seneca* and *Dawn*, which will assume such positions as may be the most judicious in the blockade of those waters, and which the long experience of Lieutenant-Commander Gibson and Acting Lieutenant Barnes will enable them to do.

The *Ericsson* is still off Ossabaw, ready to tow the mortar schooners or other vessels here.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. S. Passaic, Senior Officer, Ossabaw.

Report of Captain Drayton, U. S. Navy, to the Chief of Bureau of Ordnance, giving experience gained by the bombardment.

U. S. IRONCLAD PASSAIC,
Port Royal, March 8, 1863.

SIR: I beg leave to offer to the Bureau the experience gained during the eight hours that this vessel was under the fire of Fort McAllister, on the Ogeechee, on the 3d of March, particularly that which especially belongs to ordnance.

The distance from the fort I judged to be about 1,200 yards from the following data: The platform on which the gun is placed being level, I elevated the bore to a little less than 6 degrees for the XI-inch. This threw a shell with 15 pounds of powder (ordinary cannon) onto and over a parapet 25 feet above the water line, the axis of trunnion being a little less than 4 feet from the water. This would, I consider, make the distance between 1,200 and 1,300 yards. In addition, the

shot from the fort struck me in four seconds from the flash, and nearly a second after the report. I am particular in mentioning these facts, as the distance is so important an element in the endurance of the vessel.

Both guns worked well, and I could see no signs of giving away in the carriages. That part of the fixtures, however, which I always said was too weak—the box round the muzzle of the XV-inch gun—would have been down in six more fires, as every bolt in the angle irons holding it to the turret was broken off in that part attached to the turret. The slide also became useless, except for one elevation after the twentieth fire. The guns were fired immediately after each other, and I do not see that the greater rapidity in loading the smaller one can be taken advantage of, owing to the delay caused from so frequent turning of the turret, and thereby exposing the ports to be entered by shot, which is an important consideration, as the enemy, from all experience so far, almost invariably waits for the port to be opened to him before firing, no coloring of the turret deceiving him as to the side on which the port is, the only way to do which, I am satisfied, is to have an outer covering of some light material simply to obstruct the light and shade.

The XV-inch gun was fired at an elevation of rather less than 5 degrees and recoiled so as to bring the muzzle just clear of the concussion box. In making the rammers light enough to handle, they have been made with very short heads and horns to keep them in position. These last invariably break off, and require to be much stronger. The front part of the head is also very liable to splitting.

In only two cases did the small projection on the XV-inch cartridge enter the chamber, and the primer, in consequence, will not explode the charge unless priming powder is used, and the only case in which there was a failure to do so occurred from the captain of the gun omitting it.

Some kind of a rammer which can be used with a closed port is, I think, very important. While I was firing at the fort several riflemen came into the marsh and opened fire on the side to which we turned our guns to be loaded, and had I not driven them away with some canister it might have been necessary to keep the shutters closed, which, with the present rammers, is inconvenient. A rammer of Lieutenant-Commander Jeffers' invention is, I think, very good.

Our fire was slower than it would otherwise have been, owing to the necessity of changing fuzes. Almost all of our shells had only one fuze hole, and in it was usually a 5-second fuze. This I had not changed, being told that the distance would not be over a thousand yards. I also ran out of 7-second and 10-second fuzes. In view of the very limited shell room and the difficulty of handling these large shells, I would recommend that those with one fuze hole be withdrawn. When we commenced the action, I had up thirteen shells for the XV-inch. These were fired away in ninety minutes, and I consider this to be about as fast as it will be found they can be delivered to advantage. The average of the whole was ten minutes; that of the *Montauk* in her three actions the same; of the *Nahant* thirteen, and of the *Patapsco* thirty minutes.

The pointing was done for both guns with the XI-inch, the port of the other being entirely closed by the concussion box. This answered, however, very well, and after the range was once obtained the shot fell most uniformly and with scarce any variation at the desired spot.

The deck plating and planking is too weak; both were broken and the latter pushed through in four places. The X-inch mortar shell, weight without sand 87 pounds, would have gone clean through the deck and into the bread rooms had it not struck partly on the beam and directly where it was supported by an iron knee. As it was, there being a little sea, the bread was all spoiled from water rushing over the deck above the hole.

Judging from the blows on the side armor, I should say that at 400 yards it would be entirely penetrated, and I am satisfied that it will be shown on the first occasion of a nearer approach to heavy guns particularly that the turret, pilot house, and smokestack have alone sufficient resisting power.

One of our pilots, an Englishman, deserted from Fort McAllister two months ago. The battery was then an VIII-inch and six 32s. A few days before he left, after a visit from General Beauregard, two rifles and a mortar were sent down, which were about being mounted, and since then a X-inch has been added, as we have the shot which struck the pilot house, making an indentation of 1 inch, and being caught on the rebound by the rim of the turret. A second one, which struck on the opposite side just as we were getting underway, was broken into small pieces without sensibly jarring the pilot house, as I could observe, from being at the time on top of the turret, outside and leaning against it, to shelter myself from the enemy's shot. The two indentations are exactly alike as to depth and curve. The whole shot is only flattened rather less than a quarter of an inch.

As we were swinging to the flood tide, both the guns were fired so as just to clear the smokestack, and the engineers who were watching the effect report that there was no injurious disturbance to the boilers. It was thought on board of the *Montauk* that tying the cartridge at both necks had the effect of causing the small projection to enter the chamber. Such was not, however, the case, nor do the blocks serve any better purpose.

There was no inconvenience in the turret from either smoke or noise, at least that was not quite bearable, and even less in the pilot house.

Below deck the chimneys of two lamps were broken, but no light was extinguished nor any particular jar felt when the deck was struck or our own guns fired over it, nor was the atmosphere below particularly oppressive, although at times the smoke was quite disagreeable.

The conclusion I have come to, both from my attack and that of the *Montauk* on Fort McAllister is, that if we expect to reduce heavy earthworks, it must be done as in the attack of fortified places on shore, by a continuous fire by day to destroy, and at night to stop repairs, and this seems to be the opinion of the army officers, some of whom witnessed the affair of the 3d. They also state that enfilading works with such heavy traverses is not more favorable than acting on the front. This being the case, the only question that seems to remain is one of distance, and except for the increased chance of hitting the guns, I rather doubt whether the effect of the shells would not be as great at 1,200 as at 600 yards. In the case of Fort McAllister, there is, however, no opportunity of testing the question, as just beyond where I was anchored the river becomes too shoal to permit a vessel drawing near 12 feet to remain after quarter ebb, and to retire with a falling tide in a narrow channel, by dropping down, was more risk than I was inclined to take without a more important object than the one in view at the time, and, indeed, the pilot would not have taken

me higher without a positive order on my part to absolve him from censure. No one except myself is possessed of any information on which to base the distance from the fort, but I send you a statement, given me by Commander Worden, which shows the time he was under fire and the distance as estimated by the eye. We had the same pilot, and from the positions he pointed out to me as occupied by the *Montauk*, with reference to a target which was on the river bank, I should say that I was nearer, decidedly, when his estimated distance was 1,500 yards, slightly so at the place of his 1,400, and 50 yards short of where he supposed it to be 1,200 yards. From the report of Commander Downes, of the *Nahant*, you will see that he used 3 pounds more powder than the regular charge of the XV-inch, as his carriage only allows an elevation of 6 degrees, and he tells me that there was quite a list on the side of fire. Five degrees must have been the full practicable elevation, and the *Nahant* being some distance farther off than the *Passaic*, would about make an agreement with my supposed ranges.

The injury done to my deck and side armor is so very much more serious than any which the *Montauk* has suffered that I am at a loss to account for it. The distance so nearly agreeing leaves only two modes of explanation, one that the iron used on the *Passaic* is of an inferior quality, the other that the size of the shot was greater than any which struck the *Montauk*. Out of the four guns of the *Passaic* and *Nahant*, two were used up, as regarded a continuance of fire, my XV-inch from the breaking loose of the box, the XI-inch of the *Nahant* owing to the yoke giving way. The XV-inch of the *Patapsco* was only fired fourteen times and was consequently not much tried. The 200-pounder rifle, however, which was discharged forty-six times, stood well. This certainly looks as if our gun fixtures were not to be depended on for long firing, and I consider it very fortunate that in my case the discovery was made before going into Charleston Harbor.

Your obedient servant,

P. DRAYTON,
Captain.

Rear-Admiral J. A. DAHLGREN,
Chief of Bureau of Ordnance, Washington.

Report of Rear-Admiral Du Pont, U. S. Navy, of the departure of Chief Engineer Stimers, U. S. Navy, to report to the Department his experiences of the bombardment.

No. 114.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: Chief Engineer A. C. Stimers returns north in the *Ericsson*, taking charge of my dispatches.

He was on board the *Passaic* during the last attack on Fort McAllister and is anxious to report his experience to the Department. Though his services are valuable to me in the repair of the monitors, I have concluded to let him go.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Chief Engineer Stimers, U. S. Navy, to proceed to Washington with official dispatches.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: Having expressed a desire to report your experience in the recent attack on Fort McAllister by the ironclads, and being yourself on the *Passaic* during the engagement, I have concluded to permit you to go north, although your services are valuable here in superintending the necessary repairs of the ironclads.

You will therefore return in the *Ericsson*, going direct to Baltimore, and proceed at once to Washington, taking my official dispatches in charge.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Chief Engineer ALBAN C. STIMERS, U. S. Navy,
Port Royal, S. C.

[Telegram.]

FORT MONROE, VA., *March 11, 1863—5 p. m.*

I bring dispatches from Admiral Du Pont. Charleston not yet attacked. Our experience against Fort McAllister on the 3d instant demonstrates that we must have more guns to be successful against Charleston.

I have told Admiral Du Pont that we can get the *Nantrucket*, *Sangamon*, and *Keokuk* at work upon Charleston in the first week in April. I came in the *Ericsson*, which can carry back iron for reinforcing the docks and prospective repairs. I wish to get another raft. *Weeharcken* steers better with than without one attached to her bow. A X-inch mortar shell struck the deck of *Passaic* without going through. Injury to bottom of *Montauk* by the torpedo is not serious; repairing at Port Royal. Was on board *Passaic* during eight hours' action with fort. Everything worked admirably. Will be in Washington to-morrow morning.

ALBAN C. STIMERS,
Chief Engineer.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Major Harris, C. S. Army, chief engineer of the district of Georgia.

SAVANNAH, GA., *March 9, 1863.*

GENERAL: In compliance with my instructions, Captain McCrady has made a report in detail of the engagement of the enemy with the battery at Genesis Point (Fort McAllister) on the 3d instant, which I have the honor to hand you herewith.

This interesting report is based upon information furnished by Assistant Engineer J. W. McAlpin, to whose admirable conduct on this and previous attacks upon Fort McAllister I respectfully invite the attention of the general commanding.

I have visited the battery since the engagement and found it in a good condition in every respect.

It would appear that the ironclads are not such formidable monsters after all, particularly against sand batteries. Where crushing effect is desired, as against vessels and brick or other walls, the XV-inch shell and solid shot could be used to advantage, but for the reduction of sand batteries the same amount of metal thrown from VIII and X inch guns in the same time would, I think, have treble the effect. The firing of the ironclads was not as accurate as it should have been under the circumstances. The fire of our battery having been directed against one of them alone, the others ought to have fired with all the deliberation and care requisite to insure accuracy. I am therefore at a loss to account for their wild firing. The most of their shots passed over the battery. The mortars were fired at a distance of at least 2½ miles, without, as usual, any damaging effect upon the battery.

I am fully persuaded the turret of *No. 1 (Montauk*)* was injured during the engagement.

The result of this engagement ought to make us feel quite comfortable. When the grand affair with which the abolitionists have been so long threatening us shall come off, if it ever does, I am sure our sand batteries will give a good account of themselves.

Mr. McAlpin thinks the ironclads did not pass over the torpedoes in the river. I have directed an examination to be made to ascertain if they are in the position in which they were anchored in the stream.

I have the honor to be, general, yours, very respectfully,

D. B. HARRIS,

Major and Chief Engineer.

Brigadier-General THOMAS JORDAN,
Chief of Staff.

Report of Captain McCrady, C. S. Army.

C. S. ENGINEER OFFICE,
Savannah, March 8, 1863.

MAJOR: The following report of the engagement with three of the enemy's monitor fleet, which occurred at Fort McAllister on Tuesday, March 3, is founded upon the notes and observations of Assistant Engineer McAlpin and the statements of Captain [G. W.] Anderson, Captain [J. L.] McAllister, Lieutenant [E. A.] Elarbee, and Mr. Motte Middleton.

Three of the monitor fleet took position off the battery at 8:45 a. m.; opened fire at 8:54 a. m., and ceased at 4:15 p. m., the action, so far as these vessels were concerned, lasting seven hours and twenty-four minutes. Another monitor lay near the bend of the river below Harvey's Cut, but took no part in the action. She was accompanied by one river steamer and one ocean steamer, besides two mortar schooners in plain view and one which was not seen, but which threw mortar shells, together with the other two, during the whole engagement.

The three ironclads were drawn up in line of battle at distances varying from 1,400 to 1,900 yards from the battery. At these distances they appeared to be all so nearly of the same model as to render

* The U. S. S. *Passaic*.

it impossible to distinguish them by differences of form or proportion. Each carried a single turret, nearly amidships, and in front of smoke-stack. They could only be distinguished from each other by their differences of color, which are given in the enclosed table. One of them lay above the target, the other two below it. Calling that above the target and nearest the battery *No. 1*, *No. 2* lay about 300 yards below it, and *No. 3* about 50 yards below *No. 2*. Their position was in the channel about 200 yards from the marsh, on the opposite side of the river. Assistant Engineer Postell, stationed at Rosedew, states that only one of the three carried a flag upon her turret. This was probably the *Montauk*,* which in previous engagements carried such a flag. The plates on the hull of *No. 1* were distinguishable from the battery and were thought by Mr. McAlpin to be from 18 to 24 inches square.

The tables attached to this report will show the differences of color, armament, etc., of the three ironclads, as well as the number of shot fired by each and the number which took effect upon the battery. The whole number fired was 224, and of these not more than 50 struck any part of our works. Of the 27 which struck the traverses and superior slope only 12 shells exploded, and they did no serious damage. The greatest injury inflicted by a shot was the destruction of the carriage of the VIII-inch gun.

The fire of our battery was concentrated exclusively on monitor *No. 1*. No shots whatever were fired at *Nos. 2* and *3*. The men on *No. 3* watched the engagement from the deck of their vessel without fear of being fired at. Captain Anderson reports that he attempted firing by battery, but did not succeed for want of a signal which could be heard in all the gun chambers at once. He reports that the stroke of the bass drum was not sufficient for this purpose.

The firing of the X-inch mortar, Captain Martin, was very accurate, all the shells falling near *No. 1*, and one, filled with sand, striking her deck and breaking to pieces. The 32-pounder rifled gun, with charges of 7 pounds of powder, did well, all the bolts and most of the shells being thrown satisfactorily. The VIII-inch gun fired with its usual accuracy until dismounted at 11 o'clock. The firing of the 42-pounder, always accurate, was only interrupted for thirty minutes, when, the traverse wheel being broken by a fragment of shell, it required that time to replace it. The gun was, however, fired several times with the broken wheel, but at last gave way. The X-inch gun was served with an elevation of 6° 30' and generally shot over the turret; it is thought, however, that several of its shot struck the vessel. The 32-pounders were fired, I suppose, for the purpose of dividing the enemy's attention. It will be thus seen that the 42-pounder and the rifle gun were those which principally maintained the action on our part, the VIII-inch gun having been disabled at 11 o'clock and the X-inch generally overshooting the mark.

The following are the circumstances which have caused a belief that *No. 1* was injured in the engagement: The last shot fired at her was from the 42-pounder. It was reported to have struck near the turret and low down toward the water line. Immediately after she was struck a volume of smoke or steam issued from her side in a manner not witnessed in previous engagements, and which caused a remark that she was on fire. At the same time three men rushed out of her turret and shortly returned. She then blew her whistle three times, when *No. 2*,

* The U. S. S. *Montauk* was not in action.

which had already weighed anchor and started downstream, returned, and coming up to *No. 1* took her position until she had retired. Meanwhile both guns of *No. 1* were discharged, or discharged themselves, without aim up the river, one of the shot striking in the middle of the stream near the obstructions. These circumstances were, in whole or part, witnessed by Mr. Motte Middleton, Assistant Engineer McAlpin, the officers in the battery, Lieutenant Elarbee, in the marsh on the other side of the river, and the maneuvers of the two vessels were also witnessed from Rosedew by Assistant Engineer Postell. Captain McAllister's pickets at Cottenham report that the enemy were working on one of their ironclads all night after the engagement.

Lieutenant Elarbee and four men of Captain McAllister's company went over into the marsh opposite the fort the night before on a call for volunteers for that purpose. They attained a position from 200 to 250 yards from monitor *No. 1*. On the officer stepping out of the turret to ascertain the effect of his shot, one rifle was fired at him, but missed, upon which he immediately turned to reenter the turret, but was shot in the act, stumbling forward, and at last only entering with difficulty. *No. 1* fired grape or canister at the men in the marsh immediately after this, and once subsequently, but without hurting one of them. Lieutenant Elarbee, from his position, had a nearer view of *No. 1* than anyone has yet had of one of the monitor fleet. *No. 1* is supposed to be the *Montauk*.* He reports that her ports are always open; that her guns run in and out of battery, and that they are loaded from the muzzle. He could distinctly hear the words of command, "In battery," etc., and saw the hands of the men and the staff of the rammer protruding through the port in loading. He also reports that in *No. 1* the muzzle of the gun when in battery protrudes about 6 inches from the port. He could see nothing of the same kind in *Nos. 2* and *3*. He could observe no injury done by our shot to the turret, the only observable effect being a whitish streak on the iron. The shot either glanced or were broken to pieces. One of our shot is reported to have struck about 6 inches from the port. According to Lieutenant Elarbee's observations, and also Mr. McAlpin's, the turret of *No. 1* during this engagement turned only one way, the revolutions being to an outsider uniformly from left to right. Lieutenant Elarbee also observed that the motion of revolution was not even and continuous, but effected by a marked trip at regular intervals. The turret appeared to be sometimes arrested temporarily in its revolutions, whether from design, imperfect machinery, or injury from our shot could not be ascertained.

The mortar fire of the enemy did no damage to the works during the day. They resumed firing at 6 p. m., and continued their bombardment until 6 a. m. the next day. Only one shell struck any part of the works, and that opened a crater of about 4 feet in diameter and 2 feet deep in the top of the covered way leading from the main work in the mortar battery. To sum up the effects of the seven hours' bombardment on Fort McAllister by three ironclads, carrying each two guns of the heaviest caliber, and three mortar boats, carrying each one X or XV inch mortar, I make the following statement of damage: *Earthwork*.—No material damage, nor any that could not be repaired in one night.

Guns.—One gun carriage scattered; two traverse wheels broken.

* The U. S. S. *Montauk* was not in action.

Men.—Two men slightly wounded.

On account of the continued bombardment the negroes could not be worked during the night, and a working party was detailed for that purpose from the sharpshooters. With these men and the assistance of their officers, Assistant Engineer McAlpin had all the damage repaired by morning, the VIII-inch columbiad remounted on a spare carriage sent from Savannah, and the broken traverse wheel of the 32-pounder replaced by a new one. The broken traverse wheel of the 42-pounder had been replaced during the action by Lieutenant Quinn, of the Emmett Rifles, commanding the gun, the spare traverse wheel having been brought from the rear of the battery in the midst of the flying shells by one of the gun detachment, who being unable to lift it the whole way, rolled it along the ground by holding the fork.

A fresh supply of ammunition was received from Savannah during the night, and the following morning the garrison were as well prepared to renew the fight as they had been to begin it; but the enemy did not come up to time. The battery will be in all respects complete by Tuesday night should nothing untoward prevent.

I desire to make special mention to the general commanding of the coolness, courage, and presence of mind of Assistant Engineer J. W. McAlpin, who, while under fire, sketched the positions of the vessels, and kept, with the assistance of others, a tally of the shots fired by the enemy, besides taking notes and collecting the principal facts upon which this report and the annexed tables are founded.

I have the honor to be, very respectfully, your obedient servant,

JOHN MCCRADY,

Captain and Chief Engineer, State of Georgia.

Major D. B. HARRIS,

Chief Engineer South Carolina, Georgia, and Florida,

Charleston, S. C.

[Enclosures.]

Table showing effect of works at Genesis Point (Fort McAllister) of seven hours' bombardment by three turreted monitors, on March 3, 1863.

Mortar battery.—Not struck.

32-pounder rifle chamber.—One shell in exterior slope, displacing about 1 cubic yard of earth. One rifle shell grazed eastern slope of right flank traverse, between rifle gun and VIII-inch.

VIII-inch columbiad chamber.—Two shells exploded in right flank traverse, doing but little damage. One shot struck gun carriage right diagonal brace, which it shivered and rendered gun useless. Five shot entered exterior slope of parapet. No serious damage.

42-pounder gun chamber.—Three shots struck top of traverse between VIII-inch and 42-pounder; one being shell, exploded. No serious damage was done. Two, if not more, shot or shells (one exploding) struck northwest angle of the same traverse, carrying away earth for 6 feet from front. Traverse in rear struck twice, one shell exploding. No serious damage done. One traverse wheel broken, probably by a fragment of shell. One man wounded by fragment of shell. One man wounded by a sod peg. Eight shot entered exterior slope of parapet. No serious damage. Two rifle shells struck traverse on left flank; one exploded, breaking left traverse wheel. No serious damage. One XI-inch shell struck same traverse and exploded. No serious damage.

X-inch gun chamber.—Two shot struck the superior slope in front of this gun without damage. One of them, a shell, ricocheted and struck top of traverse in rear, exploding in front of bombproof, doing no harm. Three shots struck exterior slope of parapet, without doing severe damage.

32-pounder double chamber.—One shell struck and exploded in superior slope of parapet, making a hole 2 feet deep and 4 feet in diameter. A fragment broke right traverse wheel of 32-pounder on left. Four shot struck traverse in rear; two of them (shells) exploded near left angle, low down, displacing a considerable amount of earth. One shot struck traverse on left flank. Two shot struck exterior slope of parapet. No serious damage done.

32-pounder on left flank.—No shot struck. One shot struck parapet in front of hot-shot furnace.

Bombproof.—Three shot struck northern side; one exploded. Four shot struck top. No damage done.

Founded on report of Assistant Engineer J. W. McAlpin.

JOHN MCCRADY,

Captain and Chief Engineer, State of Georgia.

Table showing color, armament, projectiles, etc., of the three turreted monitors which attacked Fort McAllister on March 3, 1863.

	Color.	Armament.	Projectiles.	Number of shots fired at battery.
No. 1.....	Turret and smokestack black, hull brown.	1 XV-inch gun	XV-inch hollow shot and shells.	90
		1 XI-inch gun	XI-inch shells and solid shot.	
No. 2.....	Hull and smokestack light colored, top of smokestack red.	Smoothbore	XV-inch shell, with 3 fuzes.	70
		1 VIII-inch rifle	Cylindro-conoidal percussion shell 17 inches long, 8 inches diameter at base.	
No. 3.....	Hull, turret, and top of smokestack dark green.	1 XI-inch gun	XI-inch solid shot and shell.	64
		Smoothbore	Cylindro-conoidal percussion shell 17 inches long and 8 inches diameter at base.	
		2 VIII-inch rifles		

Intervals between successive delivery of fire: Average of ten minutes. Penetration: XI-inch solid shot penetrated 9 feet 10 inches in sand. VIII-inch rifle shell penetrated 3 feet 6 inches in sand.

Founded on observations of Assistant Engineer J. W. McAlpin.

JOHN MCCRADY,

Captain and Chief Engineer, State of Georgia.

[Telegram.]

NAVY DEPARTMENT, March 4, 1863.

Put on board the *Courier* any freight now ready and which the express steamer can not take, and dispatch her to Port Royal.

GIDEON WELLES,

Secretary Navy.

Rear-Admiral HIRAM PAULDING,

Commandant Navy Yard, New York.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed to the South Atlantic Squadron for the delivery of mails, passengers, and provisions.

NAVY DEPARTMENT, *March 4, 1863.*

SIR: On the 10th instant you will proceed with the U. S. S. *Massachusetts* to the South Atlantic Blockading Squadron and deliver the mails and passengers for the vessels of that squadron and supply them with fresh provisions, etc. The limits of the squadron are the dividing lines of the Carolinas on the north and Cape Canaveral on the south. The headquarters of Rear-Admiral Du Pont, with whom you will communicate, are at Port Royal.

It will be your duty to communicate with all the vessels on the coast belonging to this squadron unless Rear-Admiral Du Pont should otherwise direct, and to deliver their mails and passengers and receive mails, passengers, and invalids to be brought north. Your mails should be properly assorted, each vessel's mail to itself, so that it may be ready for immediate delivery; also any other packages or parcels for officers and men. Much complaint has heretofore been made of the loss of such packages or of serious damage to them.

On your homeward trip you will communicate with the vessels of the North Atlantic Blockading Squadron off Beaufort [and] Wilmington, and receive any mails or passengers to be sent north. You will also touch at Hampton Roads and communicate with Acting Rear-Admiral Lee. From this point you will mail your dispatches for the Department, to go via Baltimore, by which they will reach here earlier than if mailed at New York after your arrival there.

Notwithstanding the special service assigned to the *Massachusetts*, she is to exercise all the rights pertaining to a cruiser of the United States in time of war. The unquestioned belligerent right of search is to be exercised, and you will be vigilant to detect, seize, and send into port for adjudication any vessel engaged in carrying contraband of war to the insurgents or in violating the blockade that you may fall in with in your cruise. Enclosed is a circular letter in reference to visiting and searching vessels and several of the recent general orders issued by the Department.

Before sailing from New York transmit to the Department a list of passengers going out in the *Massachusetts*, designating the vessels to which they are respectively destined, and on your return to New York the following lists, viz:

1. Of passengers brought home, from vessel received, and cause of return.
2. Similar list of seamen.
3. Similar list of prisoners.
4. Of vessels supplied with provisions, stating date and locality.
5. Of vessels spoken or boarded at sea during the trip, with the usual remarks.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant WM. H. WEST, U. S. Navy,
Commanding U. S. S. Massachusetts, New York.

Instructions of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Davis, U. S. Navy, regarding the steamer Queen of the Wave, ashore in the Santee River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 5, 1863.

SIR: You will proceed with the *Wissahickon* under your command to Georgetown, and assume temporarily the charge of the blockade there.

You will direct Lieutenant-Commander Eastman to proceed to the Santee and endeavor to get off the steamer *Queen of the Wave*, ashore there, or if this is impracticable, to save from the wreck such parts of her cargo and machinery as are worth preserving. It is reported vaguely that there is an engine packed in her forehold, which, of course, should be obtained, as well as the engine of the steamer itself. You will direct Lieutenant-Commander Eastman, in case he can not get the vessel off, to destroy her.

This being accomplished, you will repair off Charleston, leaving the *Conemaugh* in charge at Georgetown, and report to the senior officer present for blockading duty.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. L. DAVIS,
U. S. S. *Wissahickon*, Port Royal.

Report of Acting Lieutenant Colhoun, U. S. Navy, commanding U. S. S. Lodona, suggesting measures of improvement for that vessel.

U. S. S. LODONA,
Off Charleston, S. C., March 5, 1863.

SIR: I would be glad if you will permit me to take in additional coal, which I could stow in the hold, so as to bring this vessel down deeper in the water and increase her speed, besides being more protection to her boiler and machinery from shot.

If there is any boiler iron at Port Royal, my boiler could have protection by running a coal bunker abaft it; it would also be secure on both sides by the coal bunkers when full of coal.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the ironclads after the attack upon Charleston and Savannah.

Confidential.]

NAVY DEPARTMENT, March 6, 1863.

SIR: The *Nantucket* and *Keokuk* are added to your squadron. The force of ironclads, therefore, will be the *Montauk*, *Weehawken*, *New Ironsides*, *Passaic*, *Nahant*, *Patapsco*, *Catskill*, *Nantucket*, and *Keokuk*.

Assuming that these vessels escape from loss in contemplated movements, you will, immediately after your attack upon Charleston and Savannah is completed, send to Hampton Roads the *Passaic*, *Montauk*, and *Keokuk*.

Let all others proceed without delay to Pensacola. The condition of affairs in the Gulf requires a force of ironclads to be sent there without delay, but you may retain two of the monitors destined for the Gulf, unless the attack upon Savannah results in the destruction of the ironclads in that port. Even in that event the Department leaves it to your judgment to send the six remaining ironclads south, or only four; only impressing upon you that the exigencies of the public service are very great in Rear-Admiral Farragut's squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

NAVY DEPARTMENT, *March 5, 1863.*

If the *Nantucket* can go south send her immediately to Du Pont. Change the sick engineer of the *Keokuk*. There is no time to spare with these vessels, as the *Catskill* arrived at Port Royal yesterday.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Navy Yard, New York.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Catskill, regarding the safe arrival of that vessel at Port Royal, S. C., direct from New York.

U. S. IRONCLAD CATSKILL,
Port Royal, March 5, 1863.

SIR: I have the honor to inform the Department that I have arrived here in four and three-quarters days direct from New York. The weather has been boisterous, with heavy sea at times, which, on several occasions, went over the awning on the turret. Through the care taken in securing the vessel for sea and the vigilance of the officers, in connection with the judgment and seamanship displayed by Commander Mullany, of the *Bienville*, I have been enabled to carry out the wishes of the Department in proceeding direct to my destination.

The ship upon her arrival was reported ready for service.

I am, very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, of the arrival of that vessel at Port Royal, S. C., towing the U. S. ironclad Catskill.

U. S. S. BIENVILLE,
Port Royal Harbor, S. C., March 6, 1863.

SIR: For the information of the Department I have the honor to state that I arrived here to-day with this ship under my command and the [ironclad] *Catskill* in tow, the passage from New York direct having been accomplished in five days. The weather was boisterous and the sea quite rough during the greater portion of the time, but the *Catskill*, under the judicious management of Commander Rodgers, stood it very well, and is apparently in as good condition for service as when she left New York.

I am, sir, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Circular.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 6, 1863.

SIR: You will send your signal officer on board the flagship daily at 6 p. m. to receive instructions in a system of homographic signals; also a quartermaster to be instructed as flagman.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdy. South Atlantic Blockading Squadron.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, requesting cooperation of naval officers stationed off the Florida coast.

HDQRS. DEPT. OF THE SOUTH, March 6, 1863.

ADMIRAL: I am sending Colonel Higginson, commanding First South Carolina Brigade, to execute an important mission in the southern part of this department, and have to beg, if consistent with your views of the interests of the service, that you will give the colonel a letter to the officers of your squadron on duty opposite the Florida coast, to render any assistance in their power to Colonel Higginson that shall not interfere with their other duties.

I have the honor to be, admiral, with very sincere esteem,

Your obedient servant,

D. HUNTER,
Major-General, Commanding.

Admiral S. F. DU PONT,
Comdy. South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to the senior officers on blockading stations in Georgia and Florida, to render assistance to Colonel Higginson, U. S. Army.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 6, 1863.

SIRS: I am informed by General Hunter that he is sending Colonel Higginson on an important mission in the southerly part of his department.

I have not been made acquainted with the objects of this mission, but any assistance that you can offer Colonel Higginson, which will not interfere with your other duties, you are authorized to give.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

SENIOR OFFICERS PRESENT,
Blockading Stations in Georgia and Florida.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of a board of survey on the U. S. S. Quaker City.

No. 119.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: I regret to inform the Department that I am forced to send the *Quaker City* to New York, as she is disabled and, as a blockading vessel, useless. Enclosed is the survey (marked No. 1).

In addition to invalids and men whose terms of service have expired I have sent in her William Perry, captain of the prize schooner *Glide*, who is a Charleston and Savannah pilot, and considered a dangerous man; also George A. Luce, a pilot for these Southern waters, taken on the same prize. All such men are most useful to the rebels, and I have written to Rear-Admiral Paulding to retain them on board of the *North Carolina* until the determination of the Department is known. The former, William Perry, may be required in Philadelphia as a witness when the case of the *Glide* is taken up there by the United States district judge.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the impaired condition of certain vessels of his command.

No. 120.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 7, 1863.

SIR: I have just written to the Department (dispatch No. 119) about the *Quaker City*. I have now to call the attention of the Department to other vessels of my squadron. The *Uncas* is broken down, almost

entirely; the *Norwich* very little better. These two vessels are blockading in St. John's River, and I have none to relieve them. The condition of the *Mohawk*, stationed at Fernandina, has already been communicated to the Department. The *Madgie* is here now for repairs, which can only be temporary. The *Potomska* is entirely broken down, and several of the regular gunboats require overhauling, but I can not spare them from their stations for this object.

I mention these details in order that the Department may be informed of the true condition of things here, and, if possible, may dispatch other vessels for blockading duty, or I shall be forced by circumstances to withdraw the blockading ships from some of the stations to the southward.

I trust that I need not add that I do not state these things in a spirit of complaint; far from it. No one knows better than I do how unprecedented have been the requirements and tests on steam machinery brought out by this war and this blockading service.

Not to haul fires for seventy-five and eighty days, then only for two or three days, to be immediately followed by a repetition of long service, has never before been attempted.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, announcing the arrival at Port Royal, S. C., of the U. S. ironclad Catskill.

No. 117.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 7, 1863.

SIR: I have the honor to inform the Department of the arrival here, on the 5th instant, of the U. S. S. *Bienville*, having in tow the U. S. ironclad steamer *Catskill*. The *Bienville* will leave on Monday next for her destination.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, recommending the discharge of stragglers from the U. S. S. Conemaugh.

No. 121.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 7, 1863.

SIR: I have sent north in the *Quaker City* two men from the *Conemaugh*, viz, Daniel Wilson (ordinary seaman) and Joseph Criboul (ordinary seaman), to be dishonorably discharged from the service.

When the *Conemaugh* was stationed at Wassaw these men left one of the boats sent ashore without permission and wandered off into the

woods. They were found two days afterwards in the marsh of one of the islands bordering on Ossabaw and were taken on board the *Dawn* in a starving condition.

There was some reason to believe that they intended to desert, but the evidence was not sufficient to establish this charge. They were, however, worthless men, and I have therefore sent them north to be dismissed the service.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Endorsement.]

To be transferred to frigate *Sabine*. Refer to Bureau Recruiting. Secretary wants to know if it is best to discharge such men. Can't they be used?

F. K. M.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, regarding the dispatching of a vessel to North Edisto River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 8, 1863.

SIR: Captain Boutelle, after communicating with you, has several times alluded to the possibility of a single vessel in North Edisto being reached by steamers from Charleston by the inland waters. For the first time I am enabled, however pressed elsewhere, to send a second vessel to those waters.

The *Sebago*, Commander Beaumont, will therefore report to you, carrying up some provisions and towing a coal schooner. Just now I wish nothing to disturb us at Edisto. A little later I will be able to keep my promise of relieving you.

Respectfully, etc.,

S. F. DU PONT,

Rear-Admiral.

Commander J. J. ALMY,

U. S. S. South Carolina, North Edisto.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, to proceed to the occupation of the North Edisto River.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 8, 1863.

SIR: You will please get ready as soon as you can and proceed with the *Sebago* under your command to North Edisto and report to Commander Almy, senior officer present, for duty in the occupation of those waters.

You will take on board a month's provisions for the *South Carolina* and her mails and express matter.

You will be ready to tow up a coal schooner.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. Sebago.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Lieutenant Watmough, U. S. Navy, commanding U. S. S. Memphis.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 8, 1863.

SIR: As soon as you are ready you will proceed with the *Memphis* under your command off Charleston and report for blockading duty to the senior officer present, taking the mails and express matter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Lieutenant P. G. WATMOUGH,
U. S. S. Memphis.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, to make a reconnoissance above Jacksonville, St. John's River, Florida.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 9, 1863.

SIR: Enclosed you will find a copy of a letter from Commander Duncan relating to affairs in the St. John's River. One of the steamers which was sunk last year, the *St. Mary's*, and a small stern-wheel tug are all that I believe to be in the St. John's, but in this I may be mistaken.

You will please proceed up the river and, with the *Norwich* and *Uncas*, make a reconnoissance of it above Jacksonville, and as far as you may deem best.

The vessels of my squadron when sent north for repairs are not returned to me. You will therefore make the best disposition you can of the force you have and assume a bold front in the St. John's, or we shall be forced to abandon that river.

After you have made the reconnoissance you will send the *Norwich* to Fernandina to fill up with coal, remaining yourself in charge until she returns. You will then proceed to St. Simon's, your original station.

I enclose also a letter from the commander of the *Braziliera*. Please examine into this yourself, getting at the facts, and report to me accordingly. I would send you a precept for a court of enquiry,

but that would detain you too long and the public service will not admit of it.

Respectfully, etc.

S. F. DU PONT,
Rear-Admiral.

Commander C. STEEDMAN,
U. S. S. Paul Jones, St. Simon's.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding deficiencies in the crews of vessels on that station.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, March 9, 1863.

SIR: I have the honor to report all quiet on this station. I have the honor herewith to forward from Lieutenant-Commanders Quackenbush and Bacon the deficiencies in their crews. In regard to the deficiency of the *Pawnee's* crew, I have to state that there is a deficiency of some 50 men below what she had whilst under Captain Drayton's command. This deficiency I made known to Commodore Stribling previous to sailing from Philadelphia, but he declined to fill it, but was willing I should refer the matter to the Department. This I had not the time to do. I shall be glad to furnish the deficiencies if you will establish the rate and number allowed to the *Pawnee*, or I shall make it out with reference to the number allowed before going north.

I have the complement allowed by the Department, as understood by Commodore Stribling, and I respectfully ask for your further instructions in regard to this vessel's crew.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Capture of the schooner Lightning by the U. S. S. Bienville, March 9, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 130.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 15, 1863.

SIR: I have the honor to forward herewith (marked No. 1) the report of Commander J. R. M. Mullany, of the *Bienville*, detailing the circumstances of the capture by that vessel of the schooner *Lightning*.

After she was brought into this port I ordered a survey. The report of the board is enclosed (marked No. 2), condemning the vessel as unfit to go north, appraising her value at \$400, and giving an inventory of the cargo. The latter was transshipped to the bark *Manderson*, bound to Philadelphia, under the charge of Acting Ensign Frank H. Wilkes, of the *Bienville*.

The gold referred to in Commander Mullany's report was found on the person of C. Henry. He claimed it as his private property, and on consideration I had it returned.

A list of the officers and crew of the U. S. S. *Bienville* (marked No. 3) is forwarded.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*.

U. S. S. BIENVILLE,

Port Royal Harbor, S. C., March 9, 1863.

SIR: I have the honor to report that after coaling I left this port to-day for Key West.

About 3:30 p. m., 16 miles south of the light-boat stationed off this port, I fell in with and captured the schooner *Lightning* (supposed to be English), having reason to believe she intended to violate the blockade of the Southern coast instituted by the authorities of the United States.

On account of her small burden, her being badly found in rigging and sails, and my proximity to this port, I deemed it prudent to bring her in here, where I have just arrived, and submit the case to the rear-admiral commanding for his action, in preference to putting a prize crew on board and running the risk of sending her north at this season of the year.

The circumstances under which the capture was made are these: When the schooner was first seen she was steering north, but subsequently steered various courses as we approached her, failing, however to show her colors, although ours were hoisted some time before. She was boarded by an officer from this ship about 3:30 p. m., who ascertained that she was from Nassau, New Providence, and that she was cleared for Beaufort, N. C. When the master was asked for his papers he replied that he had none, but subsequently produced an English register and clearance. The former records the schooner as being of 10 tons, although apparently much larger. The latter has recorded on it a portion of the cargo, consisting of coffee, salt, and tin.

There was no regular manifest of the cargo nor crew list to be found.

The persons on board were five in number, one of whom, calling himself Boothbey, claims to be the master. Another of the party—Charles Henry—says that he is from Connecticut. On his person was found \$260.25 in gold, which I directed the paymaster to take charge of, but subsequently it was turned over to Fleet Paymaster Cunningham, in obedience to an order from Rear-Admiral S. F. Du Pont, a receipt for the same having been taken.

The proximity of the vessel to the coast of Georgia and South Carolina, the nature of her cargo, and the fact that she was entirely out of her course if bound to Beaufort, N. C., and that there was no endorsement on her papers by our consul at Nassau, New Providence, convinced me that it was my duty to seize her.

After we had taken possession of the prize the master hoisted English colors, but previously had given as a reason for not doing so before that the halliards were out of order, which was not the case. All the papers found on board were transmitted to Rear-Admiral Du Pont.

I enclose a correct list of the officers and crew of this ship, together with a list of the cargo, as far as it could be ascertained. There were no other public vessels in sight at the time of the capture.

Since writing the above, the admiral having determined to have the vessel appraised here and transship the cargo into another vessel for conveyance north, Acting Ensign Frank H. Wilkes has been detailed to take charge of it.

I shall sail for Key West to-morrow morning.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Similar report to Du Pont, same date.]

Report of Commander Duncan, U. S. Navy, regarding the occupation of Jacksonville, Fla.

U. S. S. NORWICH,
Off Jacksonville, Fla., March 14, 1863.

ADMIRAL: I beg leave to report the arrival here of the transports from Port Royal on the 8th instant, with a force of colored troops on board, under the command of Colonel [T. W.] Higginson.

On the morning of the 10th instant I convoyed them with this vessel and the *Uncas* up the river to this place, and on our arrival the command of Colonel Higginson was thrown on shore and quiet possession taken of the town. The two gunboats under my command were placed in position to render any assistance that might be called for.

In the afternoon of that day some skirmishing took place outside of the town, upon which I threw several shells in the supposed direction of the enemy, which very soon dispersed them. During the next day another skirmish took place with the like result.

Very respectfully, your obedient servant,

J. M. DUNCAN,
Commander.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

FORTRESS MONROE, *March 11, 1863.*

Steamship *Ericsson* arrived Fortress Monroe, Port Royal dates to 8th March. Passengers, Chief Engineer Stimers, with dispatches to Government; Chief Engineers Robie and Newton and C. C. Fulton, of American. Monitor *Catskill* arrived Port Royal 5th; fine condition. Repairs to *Montauk* completed. Charleston papers say rebels on Red River have captured ram *Queen of the West* and gunboat *Indianola*.

Gunboat *Quaker City* left Port Royal Sunday for Philadelphia. *Ericsson* passed her off Wilmington in chase of propeller with English flag flying; overhauled and boarded her and was lying alongside when last seen. Propeller seemed to have lost one of her masts. English steamer *Queen of the Wave*, with valuable cargo, driven ashore at mouth of North Santee, abandoned by crew, who escaped to Georgetown, S. C., first attempting to blow her up, but only slightly damaged. Gunboat *Conemarrugh* took possession of her, capturing lieutenant and five soldiers, who came from shore. Admiral Du Pont has dispatched vessels to try and get her off or if not save cargo, consisting of ammunition and clothing. Said to be new and magnificent vessel. Whole monitor fleet have returned from Ossabaw and now at Port Royal, six in number. Ossabaw Sound, March 5th, monitors *Passaic*, *Patapsco*, and *Nahant*, with three mortar schooners, commenced combined attack on Fort McAllister at 8 o'clock on Tuesday morning. Cannonading continued all day with slight intermission and mortar schooners kept up a fire on the fort all night. On Wednesday morning fight was not renewed. Commander Drayton, senior officer, finding that rebels had repaired fort during night, ordered cessation of attack. It was found impossible, on account of obstruction in river, to get in full range of fort. One rebel gun was dismounted and shattered and portions of parapets broken away, but being unable to get past the fort it was impossible to take it without a cooperating land force. Beauregard was there. The monitors were struck by scores of balls, but none of them were damaged, and all proved impregnable except a few holes through upper portion smokestacks. Not less than 300 shot and shell were fired. The attack will not be resumed, having been mostly intended for a test of strength of vessels.

C. C. FULTON.

Captain G. V. Fox.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. schooner Arletta.

No. 125.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 11, 1863.

SIR: * * * The mortar schooner *Arletta* left for Beaufort, N. C., this morning.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Godon, U. S. Navy, regarding his detachment from the South Atlantic Squadron.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 11, 1863.

SIR: Enclosed you will find a medical survey called at the request of Surgeon Mayo.

To carry out the recommendation of the medical officers, I have to detach you from the command of the *Powhatan*, and you will take passage for New York in the U. S. transport *Arago*, which leaves to-morrow. Report by letter to the honorable Secretary of the Navy.

I need hardly add how much I regret the necessity which imperatively compels this course, for I know the zeal and determination which you have evinced to serve throughout the war, and this immediately following the wear and tear of a coast of Africa cruise.

I have to thank you for your valuable services on this station while under my command and for many months; for your ceaseless vigilance in conducting the blockade of Charleston as senior officer, a service which few understand, but which has been as thoroughly done as the number of vessels covering it could accomplish, and at great hazard of losing the ships. In this arduous work, with the long services which preceded it, you have lost your health, but I trust that the rest you have so fairly and honorably earned will restore it and you to active service.

I enclose a copy of my letter to the Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain S. W. GODON,
U. S. S. Powhatan, Port Royal.

Report of Acting Volunteer Lieutenant West, U. S. Navy, of the sailing from New York of the U. S. S. Massachusetts.

U. S. S. MASSACHUSETTS,
Sandy Hook, March 11, 1863—4 p. m.

SIR: I have the honor to report the departure of the U. S. S. *Massachusetts* for the South Atlantic Blockading Squadron.

Enclosed please find list of passengers.

Very respectfully, your obedient servant,

W. H. WEST,
Acting Volunteer Lieutenant, Comdg. U. S. S. Massachusetts.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of the arrival of that vessel at New York, having captured the British steamer Douro en route from Port Royal, S. C.

U. S. S. QUAKER CITY,
Navy Yard, New York, March 12, 1863.

SIR: I have the honor to report the arrival of this steamer under my command off this yard, four days from Port Royal, S. C., under instructions from Rear-Admiral S. F. Du Pont to proceed north, a copy of which is herewith enclosed, marked "A." On the same day, March 8, I communicated with the commanding officer off Charleston, S. C., and thence continued on toward Beaufort, N. C., to land Captain Howell, aid to General H. M. Naglee, "if feasible, but without unnecessary delay."

On reaching the vicinity of that port I found a dense fog prevailing, which continued for sixteen hours. During the time I remained cruising off and on, at the expiration of which I deemed it prudent to proceed on my course north, having but a limited supply of coal and provisions on board, and bringing Captain Howell to this city, which decision I trust may meet your approval.

Previous to my departure from Port Royal I received on board a large number of invalids for transfer to the naval hospital, besides 7 Confederate prisoners of war, a number of men from vessels of the squadron whose terms of service had expired and to be discharged, 7 prisoners, officers and crew of the prize schooner *Glide*, etc., lists of all of which are also annexed, marked "B."

I have also on board the body of Assistant Surgeon Charles H. Pile, late of the U. S. gunboat *Paul Jones*, and subject to the order of Charles M. Pile, Philadelphia.

I am gratified to inform you that on the 9th instant, in latitude 33° 35' N., longitude 77° 01' W., I had the good fortune to capture the English iron screw steamer *Douro*, of Liverpool, which had sailed from Wilmington, N. C., the night previously, and having on board a cargo of upward of 420 bales of cotton, bound to Nassau, New Providence. This steamer was discovered about 6:30 a. m. of the 9th, standing to the southward. I immediately gave chase, causing her to alter her course to the northeast and making every effort to escape. At noon she was, however, in our possession, when a prize crew of 23 men was sent on board, under charge of Acting Ensign T. F. De Luce, assisted by Acting Master's Mates George C. Sanborn and E. W. Hale, also Acting Assistant Engineers William Craig and James Barnes and Henry Wauklin, with orders to Mr. De Luce to proceed with the prize to New York. To insure her safety, I deemed it necessary to remove her master, second officer, second engineer, and two passengers, as also 16 of her crew to this vessel. A list of their names also accompanies this letter.

The prize steamer is in sight, following this vessel up the bay.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP WABASH,
Port Royal Harbor, March 7, 1863.

SIR: Your vessel having been by survey condemned and new boilers awaiting your arrival north, you will proceed with the *Quaker City* to New York and report to Rear-Admiral H. Paulding, commandant of the yard, in person and through him to the Department by letter.

You will please receive Brigadier-General Naglee on board, calling off Beaufort, N. C., to enable him to communicate if it be feasible, through pilot or otherwise, without unnecessary delay.

The accompanying letter for Rear-Admiral Paulding refers to two persons whom you are taking north, viz, William Perry and George A. Luce, both of whom are Charleston and Savannah pilots. I have requested Admiral Paulding to transfer them to the receiving ship until the pleasure of the Department is known.

The two prisoners from the *Conemaugh*, Daniel Wilson and Joseph Criboul, are to be discharged from the service in disgrace.

Respectfully, etc., your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
 Commander J. M. FRAILEY,
U. S. S. Quaker City, Port Royal, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Williams, U. S. Navy, commanding U. S. S. Powhatan.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 13, 1863.

SIR: You will please proceed with the *Powhatan* under your command off Charleston and report for blockading duty to Captain T. Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.
 Lieutenant-Commander E. P. WILLIAMS,
U. S. S. Powhatan.

Order of Rear-Admiral Du Pont, U. S. Navy, to the senior officer off Charleston, S. C., to close in the blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 13, 1863.

SIR: I have to request that the blockading line be closed in a little more—where it has generally been. If additional space be required for the heavy vessels to maneuver, in case the rams come out, it is the more necessary that the channels should be better covered by the smaller ones, which can slip and run out with the information of their approach while watching the blockade runners.

If the latter once get inside of a line that is well out, they have it all their own way in finding the channels and crossing the bars, whereas when the vessels are closer in, even if the runners evade them, they often get on shore and are lost, fearing to be reached by shot or shell.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.
 Captain T. TURNER,
U. S. S. New Ironsides, off Charleston.

P. S.—Please direct the *Massachusetts* to call off Stono and North Edisto. If at night, order Acting Volunteer Lieutenant W. H. West to make signal.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Letter from Colonel Barton, U. S. Army, to Lieutenant-Colonel Halpine, U. S. Army, giving information obtained from deserters from Savannah, Ga.

HEADQUARTERS U. S. FORCES ON THE SAVANNAH RIVER,
Fort Pulaski, Ga., March 13, 1863.

COLONEL: I have the honor to advise you that I forward herewith to Department headquarters three deserters from the vicinity of Savannah, who came to this post yesterday.

The following is a brief summary of the information they bring, which I state in order that you may compare it with the statements they may hereafter make:

The *Atlanta* (ram) is lying some half mile from the *Georgia*, and nearer Fort Jackson. A third ironclad is so far completed as to be ready for her armament, and one or two more are commenced. A large earthwork is in process of erection near Causton's Bluff, which Beauregard pronounces the key to the possession of the city. But seven guns are as yet mounted on it. It is proposed to mount twenty-seven to thirty. A new line of obstructions is also commenced. Great fear is felt that the city will be attacked and taken. The troops which were massed there during the attack on Fort McAllister have been sent to Charleston and North Carolina.

I would mention the man James Bowen as the most intelligent of the three.

I have the honor to be, colonel, with great respect, your obedient servant,

WILLIAM B. BARTON,
Colonel Forty-eighth New York Volunteers, Commanding Post.
Lieutenant-Colonel CHAS. G. HALPINE,
Assistant Adjutant-General, Tenth Army Corps.

[Endorsement.]

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 13, 1863.

Respectfully forwarded to Captain C. R. P. Rodgers, U. S. Navy, fleet captain South Atlantic Blockading Squadron, for his information. The deserters within referred to are now being examined by the provost-marshal-general, and a copy of any further statements they may make will be sent.

Very obediently,

CHAS. G. HALPINE,
Assistant Adjutant-General, Tenth Army Corps.

Letter from Major-General Hunter, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, transmitting copy of special order exempting certain negroes from drafting.

HEADQUARTERS DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 13, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your letter, dated the 11th instant, relative to the exemption from drafting of certain negroes who are employed in the business of supplying fresh meat to the Navy, and in reply enclose to you herewith copy of an

order exempting the negroes named from the provisions of General Orders, No. 17, current series, from these headquarters.

I have the honor to be, admiral, with very sincere esteem, your most obedient servant,

D. HUNTER,
Major-General.

Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Flagship Wabash

[Enclosure.]

SPECIAL ORDERS, } HDQRS. DEPARTMENT OF THE SOUTH,
No. 141. } *Hilton Head, S. C., March 13, 1863.*

The following men of color, Tony Motcherie, January Small, Thomas Trickland, Robert Robinson, and Daniel Jenkins, being now in the employ of John Pitts, engaged in the work of furnishing fresh meat to the Navy, are hereby exempted from the draft provided for in General Orders, No. 17, current series, from these headquarters, and shall not be disturbed.

By command of Major-General Hunter:

CHARLES G. HALPINE,
Asst. Adjutant-General, Tenth Army Corps, and Dept. of the South.

Admiral DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of the Acting Secretary of the Navy to Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to duty in the South Atlantic Squadron.

NAVY DEPARTMENT, *March 14, 1863.*

SIR: The Department has received your letter* of the 7th ultimo, reporting the escape of the *Sumter* from Gibraltar.

On the receipt hereof you will proceed with the *Chippewa* to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty in the South Atlantic Blockading Squadron. On the way to Port Royal pass through the West Indies.

I am, respectfully, etc.,

G. V. FOX,
Acting Secretary of the Navy.

Commander A. BRYSON,
Commanding U. S. Gunboat Chippewa, Algeciras, Spain.

Unofficial letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, regarding the insufficient number of vessels on the blockading stations.

WABASH,
Port Royal, S. C., March 14, 1863.

My DEAR TURNER: I have your note. It makes it hazardous to withdraw the *Unadilla* from the Stono, for with the *Isaac Smith* now,

* See Series I, volume 2, page 74.

in addition to the two ironclads, two vessels will be hardly enough there. Still, the *Bibb* goes off at daylight with orders for her to join you.

One matter I want you to understand: Every other station on this line of coast is kept to the very lowest figure in order to keep up the Charleston blockading force, and the commanding officers at all those points are writing me for more vessels or informing me that they are helpless from broken engines.

You have at this moment eleven steamers and two sailing vessels off Charleston. The difference of draft is very little between the *Unadilla* and the *Huron* and *Wissahickon*.

If we had twenty-four vessels off Charleston instead of twelve or thirteen the running in and out would be reduced one-half, and if we could muster thirty-six it would about close up the port, except of a foggy night. This is what the Navy Department and the people at home do not understand.

But for all this we must not fail to do what we can, and the ships must be drawn closer in.

My squadron is regularly diminishing, and I have written and implored for more vessels, but they do not come.

The St. John's is threatened; North Edisto likewise.

The only excuse for a paymaster to come to Port Royal is that he attends to his accounts and receipts. Mr. Russell went away without giving the latter, and the paymaster of the *Powhatan* did the same.

Yours, truly,

S. F. D. P.

Captain T. TURNER,

U. S. S. New Ironsides, off Charleston, S. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, announcing the withdrawal of the U. S. S. Unadilla from Stono Inlet.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 14, 1863.

SIR: It is with regret that I feel obliged to withdraw the *Unadilla* from your force for a few days. Please send her to Captain Turner for the blockade of Charleston, where more vessels are much needed.

Your communications have been duly received and are always interesting. I will acknowledge them in due form when I am less pressed. Write always when you can, as your communications are always appreciated.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander G. B. BALCH,

U. S. S. Pawnee, Senior Officer, Stono.

Letter from the Acting Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, forwarding consular information regarding blockade runners.

NAVY DEPARTMENT, *March 14, 1863.*

SIR: I transmit herewith extracts from consular dispatches in reference to vessels suspected of being employed in the interest of the rebels.

I am, respectfully, etc.,

G. V. FOX,

Acting Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Enclosure.]

Extracts from consular dispatches.

Liverpool, February 14: The steamer *Gibraltar*, late pirate *Sumter*, arrived here last night from Gibraltar.

A steamer called the *Czar* cleared from this port yesterday for Alicante; Stoddard & Bro. are her consignees; Captain T. Lawson commands her; 715 tons burden, and a very suspicious craft. This steamer was built at the same yard and at the same time the *Bermuda* was built, and at that time was regarded as a sister ship to the *Bermuda*.

The *Minna* cleared 9th February for Nassau. Among the articles of her manifest are over 100,000 pairs boots and shoes, 27,457 ditto gaiters, large number of blankets, army cloth, woolen and cotton goods in large quantities, medicines, hardware, brandies, teas, etc. Valuable cargo.

The *Dolphin* cleared same day for Nassau, with assorted cargo. Among the entries on manifest are 7 cases cutlery, 7 cases swords, 7 cases rifles, 35 ditto.

Falmouth, February 14, 1863: The *Dolphin* (side-wheel steamer) arrived last evening; Eustice, master. I have been informed on good authority that the captain states openly that his object is to run the blockade, in which he has succeeded before. Has two masts without yards; one funnel, rather long and painted white; hull black; has scarcely any bowsprit. [Reports her departure in subsequent letter, February 15.]

Liverpool, February 17, 1863: The steel ship *Banshee*, so often referred to in this correspondence, built for E. Lawrence & Co. as a dispatch boat to run the blockade, entered yesterday at the customs to load for Nassau via Madeira. There is no doubt about the character or destination of this vessel. She is 216 tons burden and has great speed.

The steamer *Sumter*, now called the *Gibraltar*, is in the river opposite Liverpool. I understand her object in coming is to repair—to put in new boilers and machinery.

The bark *Otto*, referred to in previous dispatches, sailed on Saturday last. She cleared for Tampico and Matamoras. I understand she is to run into some one of the blockaded ports if she can.

I am informed that Fawcett, Preston & Co. are making three marine engines for gunboats that are to be shipped from Liverpool to Nassau,

[New Providence], and from thence into Charleston. They are also making quite a number of cannon for the insurgents in our country.

Liverpool, February 21: The steamer *Banshee* cleared from this port on the 15th instant for Nassau via Madeira and sailed on same day. She is reported as clearing in ballast. This vessel has been built for the South and is bound for Charleston.

The ship *Emily St. Pierre*, now called the *Anna Helen*, cleared on 17th for Calcutta. Owned by Fraser, Trenholm & Co. I am told is bound for Nassau; have no positive information on the subject.

The steamer *Norseman*, on the 19th instant, entered to load for Nassau. Her consignee is H. Lafone, one of the Southern agents here. She is said to be a small steamer; I am inclined to believe an old steamer with a new name. Never heard of her till she was entered to load; will find out more about her.

The ship *Montgomery*, of 725 tons burden, was entered yesterday to load for Nassau by M. G. Klingender & Co., the concern used by Fraser, Trenholm & Co.

Enclosed find description of the schooner *Spirit of the Wind*. Belongs to Fraser, Trenholm & Co. Ran blockade at Charleston and came to this port some months ago. On the 13th was entered to load for Havana by W. Robinson. W. J. Eldredge is her captain. She is taking on a large number of cases, supposed to contain shot and shell. She will sail from here with the intention of running the blockade. Topsail yard schooner, 140 tons, hull painted black, round stern, low poop deck, iron rail around quarter-deck, full female. * * *

Steamer *Banshee*: Arrival reported at Queenstown February 25; described as follows: Paddle-wheel steamer; Captain Steele; 200 tons register. Very low and painted black, with red bottom. Has three ports on side abaft wheelhouse, but is not intended to carry guns. Has boiler-iron topgallant forecastle for about 20 feet forward. Steers with a wheel abaft. Boats carried on deck and painted white. Evidently built on the same mold as the *Neptune* and is the same rig, with much more rake to her masts and pipes; two funnels, one forward, the other abaft of wheelhouses. Reported to steam 18 knots on a smooth sea. Draft 10 feet loaded and coaled. Two masts.

Steamer *Georgiana*: Consul at Teneriffe writes 13th February, 1863: English screw steamer *Georgiana*, Captain A. B. Davidson, left this port yesterday for Nassau. * * * From her appearance and the circumstance of her officers wearing gold lace on their caps, coupled with the description of her in the London American of January 28, I fear that she is an armed vessel, intended for a cruiser against our merchantmen. Powerful screw steamer of 407 tons and 150 horsepower, two masts, with yards on both, one stack ahead, with bowsprit and jibboom, painted black; smokestack also black; evidently a very swift vessel.

Consul at Nassau writes February 27, 1863: The steam brig *Britannia* arrived here this afternoon from London. She is a side-wheel iron vessel, very fast, and I presume is the tender to the *Alabama*, named in late English papers as having sailed to meet her pirate consort. Also arrived the brig-rigged iron propeller *Georgiana*, another confederate to the pirate *Alabama*. Also the iron brig-rigged propeller *Gertrude*. These vessels all came in within an hour of each other and anchored in this harbor. They are a formidable addition to the rebel fleet.

Steamer *Bahama*: Consul at London, February 24, writes that the steamer *Bahama* cleared and sailed on the 21st February in ballast, with a crew of thirty-four men, double the number required for working the vessel. Her clearance was for Hongkong, but I understand she goes to meet the *Alabama*. Cunard, Wilson & Co., the same house that cleared her before, cleared her this time. Her captain is W. Rowe. She is bound on mischief and should be captured wherever found.

The steamer *Norseman*, mentioned in last dispatch as having cleared to load for Nassau, is a small vessel of 49 tons burden. She is to be commanded by Pat Rooney, who has been in several vessels that have run the blockade. She has three masts and is schooner-rigged. Will draw 9 feet when loaded. I am told she is preparing for sea and that she has taken a quantity of arms, shot, etc.

I have just learned that the schooner *Beautiful Star*, which cleared from here on the 12th of January for San Francisco, intends to run the blockade if she can. British vessel of 130 tons burden.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. ironclad Nantucket.

No. 132.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 15, 1863.

SIR: I have the honor to inform the Department of the safe arrival this morning of the ironclad *Nantucket*, in tow of the *Florida*.

Commander Bankhead, in obedience to his orders, will return immediately to Hampton Roads. She needs twelve hours to repair.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the disposition of the vessels of his command.

No. 133.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 15, 1863.

SIR: I have the honor to report to the Department the following positions on blockade of the vessels of this squadron:

At Georgetown, U. S. S. *Sebago*.

Bull's Bay, U. S. S. *Lodona*.

Charleston, U. S. steamers *New Ironsides*, *Powhatan*, *Canandaigua*, *Housatonic*, *Flag*, *Augusta*, *Huron*, *Unadilla*, *Wissahickon*, *Memphis*, *Stettin*, and schooners *G. W. Blunt* and *America*.

Stone, U. S. steamers *Pawnee* and *Commodore McDonough*.

North Edisto, U. S. steamers *South Carolina* and *Flambeau*; mortar schooners *Para*, *C. P. Williams*, and *Norfolk Packet*,

St. Helena, U. S. bark *Kingfisher*.

Wassaw, U. S. S. *Marblehead*.

Ossabaw, U. S. steamers *Seneca* and *Dawn*.

Guarding St. Catherine's, Sapelo, Doboy, and St. Simon's, U. S. steamers *Paul Jones*, *Keystone State*, *Potomska*, *Wamsutta*; barks *Braziliera* and *Fernandina*.

St. Andrew's, U. S. bark *Midnight*.

Fernandina, U. S. S. *Mohawk*.

St. John's River, U. S. steamers *Norwich* and *Uncas*.

In Port Royal, flagship *Wabash*; storeships *Vermont* and *Valparaiso*; undergoing repairs and taking in provisions, U. S. steamers *Passaic*, *Weehawken*, *Montauk*, *Patapsco*, *Nantucket*, *Nahant*, *Catskill*, *James Adger*, *Madgie*, and *Conemaugh*; tugs *Daffodil*, *Columbine*, *Pettit*, *Rescue*, and *Dandelion*. The U. S. schooner *Hope* is used as a dispatch boat.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding the suspension from duty of certain officers for violation of orders.

No. 134.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 15, 1863.

SIR: I have to inform the Department that I have deemed it my duty to suspend from duty Assistant Paymaster G. W. Beaman, of the *Seneca*, and Acting Assistant Paymaster A. W. Kelsey, of the *Wissahickon*, for violating my General Order No. 8, that of the Navy Department dated April 22, 1862, and the third clause of the Department's order of December 12, 1862.

These gentlemen plead ignorance and express regrets; had they belonged to any other grade I should have sent them both home, but the confusion in accounts and the liability of loss in clothing and provisions by the sudden removal of a paymaster deterred me.

The information conveyed was important to a wily enemy. The correspondents generally have done their best to point out the weak points, as they thought, of the ironclad vessels, and the last firing from Fort McAllister showed how quick the rebels were in improving on such information.

But as I care more to prevent the repetition of misconduct than to punish it, if the Department will express its displeasure by letter to these gentlemen I think it will be sufficient.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Turner, U. S. Navy, regarding the position of vessels on the Charleston blockade.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 15, 1863.

ADMIRAL: I have the honor to acknowledge your letter requesting that the blockading line be made closer.

The positions occupied by the various vessels of this blockading force were given them in full consultation with and by the advice of Captain Godon, with whom I looked over the chart most carefully to define them as they should be, because of his superior knowledge from long experience of the entire ground and his familiarity with the general aims and action of vessels endeavoring to violate the blockade.

I was not here prior to the raid of the rams, but Captain Green, of the *Canandaigua*, and Captain Watmough, of the *Memphis*, inform me that the vessels to the north on the line are lying a little nearer now than they were before the raid. They of course have to be governed by their draft of water. I have, however, issued an order, a copy of which is herewith enclosed, to require of them a still closer position if possible.

The *Powhatan's* position was the one I was dissatisfied with, because she lay too far out, I thought, and was a sort of beacon for vessels to run in by; and I had sent for Captain Godon the day I discovered him to be so ill to request him to take up a position nearer in, and in returning to his place that night I gave my orders to his first lieutenant to that effect. My own position is taken without any reference to distance from the point the rams might come out, but directly opposite the point where they came out before; and I am, by measurement on the chart made at this moment by the master, just a mile and three-eighths from the outer edge of the bar. I should think it unsafe to be nearer with this ship, for in the event of snapping a chain it requires some time, with banked fires, to move so large a body as quickly as might be necessary.

Persons passing or tarrying for a few hours at this anchorage are constantly conveying false information, from a want of proper knowledge of the positions of the squadron and things on shore, sometimes discovering batteries where there are none, and at others denying their existence where I know them to be.

I spare no pains to convey to you such accurate information as you should be furnished with of everything within the region of my command. I think you will do me the justice to award that it is likely to be more reliable.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Captain Turner, U. S. Navy, senior officer off Charleston, S. C., to commanding officers of vessels to close in the blockade.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 15, 1863.

Admiral Du Pont having addressed me a letter requiring the blockade to be made closer, I have to direct the commanding officers of all

vessels of the fleet off Charleston to move their vessels in immediately as near as it is possible to the entrances consistent with safety.

Vessels drawing under 12 feet of water must take their positions on the outer edge of the channel, so as fully to command them.

T. TURNER,
Captain.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Eastman, U. S. Navy, detaching him from the command of the U. S. S. Conemaugh.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 16, 1863.

SIR: Commander Werden, having recovered his health, resumes with my order the command of the *Conemaugh*.

As your presence may be necessary before the navy general court-martial now in session on board the *Vermont*, you will report for residence to Commander Thomas G. Corbin on board the *Wabash* until you can rejoin your ship, the *Keystone State*, at St. Simon's.

Respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.
[Lieutenant-Commander T. H. EASTMAN, U. S. Navy,
U. S. S. *Conemaugh*.]

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, regarding a second reconnoissance to John's Island through Kiawah River.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, March 16, 1863.

SIR: I have the honor to report all quiet on this station. I went up the Kiawah River some 6 miles in this ship on the morning of the 10th instant, remaining at anchor all day, but could discover no batteries nor any of the enemy's troops on John's Island.

On the 11th instant four contrabands succeeded in getting down the river. They represented that they had lately been employed boiling salt near a camp on the mainland on the other side of Stono River. They also state that there are a number of batteries along the banks of the Stono.

I have already given an opinion as to the propriety of their putting up batteries in that direction. If a division of the army is to advance by Folly Island, batteries placed on the Stono can do us no harm, and they should be encouraged in rendering that river as strong as they can desire, for, by so doing, they will take away guns and troops which might be made available on the real point of attack. My movements have all been directed to the John's Island side, and it was with this view that I took the *Pawnee* up the Kiawah, having already had the *Unadilla* and *Commodore McDonough* up that river.

The contrabands report that troops have been going south to Savannah from Charleston.

I have sent the paymaster of the *Commodore McDonough* to Port Royal, with orders to report to you and to get stores for the vessels here.

I deem it proper to state that I have used 250 fathoms of chain cable for the purpose of protecting the boilers and machinery of this ship, and I believe it will prove very efficient.

I am happy to report all well.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy,

Comdg. South Atlantic Blockading Squadron, Port Royal.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Captain Turner, U. S. Navy, transmitting explanatory letter of the commanding officer of the U. S. storeship Massachusetts.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 17, 1863.

SIR: On the arrival of the *Massachusetts* I forwarded to Acting Volunteer Lieutenant W. H. West a copy of Captain Green's letter, and herewith I enclose his explanation.

It appears to me satisfactory, the difficulty having arisen from the fact that Acting Volunteer Lieutenant West was not furnished with proper numbers before leaving New York. He further states that he did not hear the order to heave to.

Respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Captain T. TURNER,

U. S. S. New Ironsides, Senior Officer Present Off Charleston.

[Enclosure.]

U. S. S. MASSACHUSETTS,

Port Royal Harbor, S. C., March 17, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of 16th instant, enclosing copy of a letter from Captain J. F. Green, of the *Canandaigua*, dated March 15, in which he states he discovered a strange steamer to the northward and westward, astern and near the *Housatonic*.

At daylight I hoisted what I supposed was my number, and as soon as I discovered one of the blockading squadron, I steered directly for her and on coming up close to her I immediately slowed the engine, hailed her, and asked where the *New Ironsides* lay and was informed where she was. I was then asked what vessel was that, and replied "The *Massachusetts*." Captain Taylor said: "How are you, Captain West? You have the wrong number up." I ordered it hauled down and hoisted what I supposed was 215, and was given me in New York as such. I ran within speaking distance of the *Canandaigua* and was hailed by an officer aboard her, "What ship is that?" I replied, "The *Massachusetts*." I then understood him to say, "If you do not haul that number down I will fire into you." I ordered the number hauled down, and a few minutes after a shot passed over my quarter-deck. I did not hear the order to heave to or would have

done so. I then spoke the *Powhatan* and proceeded to the *New Ironsides*; went on board to report to the senior officer. I took my signal book to have it corrected. I then found that but two signals in my book were correct, Nos. 1 and 3. Before leaving New York I was supplied with code of flotilla and boat squadron signals; I was also informed what my number was in the larger book, and the signals that made it, which signals were not correct, as No. 9 was given me for No. 5. I foresaw this very difficulty and wrote to the honorable Secretary of the Navy requesting he would order a larger book to be furnished me, but sailed too soon after to receive a reply. It is my wish to do everything in my power to facilitate furnishing the fleet with supplies, and on this occasion I endeavored to avoid difficulty with the fleet blockading Charleston by remaining all night in Bull's Bay, so as to approach the fleet after daylight.

There was certainly no intention on my part to cause any annoyance to Captain Green.

Very respectfully, your obedient servant,

W. H. WEST,

Acting Volunteer Lieutenant, Commanding U. S. S. Massachusetts.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

General order of Rear-Admiral Du Pont, U. S. Navy, to commanding officers of vessels, for the expeditious transfer of supplies from the storeship.

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 17, 1863.

The U. S. S. *Massachusetts*, Acting Volunteer Lieutenant West, commanding, has been assigned by the Navy Department the duty of running to the South Atlantic Blockading Squadron as a supply ship and with the authority of a cruising vessel besides.

On her arrival at the different naval stations on the coast, I have to request that the senior officer present, and each and every commanding officer, will give immediate attention to obtaining their supplies and mails from this vessel, doing all in their power to expedite her departure for her next point of destination.

A sufficient number of boats must be sent to receive the supplies, with proper officers to sign receipts, and these officers must be given to understand that they go on duty and not to attend to private affairs; other officers, if the commanding officers deem fit, may go on board for such purposes.

The paymasters of the different vessels will give their personal attention to receiving the supplies in their department and not depute this duty to their clerks and stewards alone.

It will add to the efficiency and comfort of the whole squadron if, by system and quick dispatch, this vessel can be accelerated in her round trips, and I have to request the senior officer wherever she stops not to permit her to be delayed except from unavoidable causes, which are to be reported to me by letter.

Acting Volunteer Lieutenant West will be instructed to do all in his power to meet the above requirements by a systematic arrangement of his supplies and a ready mode of delivery.

The above order will apply to the supply ships which may call on their way to the Gulf stations, or to any others running to this command.

S. F. DU PONT,
Rear-Admiral.

Report of Commander Balch, U. S. Navy, regarding ammunition and howitzers taken from U. S. S. Unadilla.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, March 17, 1863.

SIR: By the buoy schooner I send the ammunition, howitzers, etc., which we took from the *Unadilla* yesterday for the purpose of lightening her.

I have nothing to add for your information in regard to Stono. I shall, with the *Pawnee* and *Commodore McDonough*, return to our former anchorage off Cole's Island.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Report of Captain Turner, U. S. Navy, regarding an attack upon, and the escape of, a vessel passing in through Maffitt's Channel.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 18, 1863.

ADMIRAL: Under the impression that the *James Adger* will be here to-day, when I shall be obliged to send off the *Augusta* to Port Royal, I am writing this letter to go by her.

Last night about half past 8 o'clock, having perceived sharp firing along the northern line of the blockade, I got underway immediately with this ship and proceeded to the neighborhood to the south of Rattlesnake Shoal. As I could not go inside, I anchored there for the night. This morning the *Memphis* came down to inform me that a steamer endeavored to get in through Maffitt's Channel. She was attacked by the *Memphis*, *Wissahickon*, *Blunt*, and *America*, and for some minutes was under a very sharp fire, but being under full head of steam, and passing very rapidly, evidently a fast vessel, she got by and went in.

This morning she was seen passing between the forts, a large Confederate flag flying at the fore, English ensign at her flagstaff. Captain Watmough informs me that at one time so closely was she pressed that they thought they had her. She doubtless has been considerably injured. Unfortunately I had sent the *Huron* to Port Royal, with which vessel, Captain Watmough thinks, they would have secured her. I am of the opinion that the reception this vessel met last night will drive them to another point in their next attempt.

They prefer the Northern Channel, from being able to make Cape Romain and shape their course in along down the land. If they continue their attempts upon the blockade at that point, with two more

gunboats I hope to be able to catch or drive them back, should they attempt it again.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from Captain Turner, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, requesting to be informed as to the distinguishing flag for the rank of commodore.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 18, 1863.

ADMIRAL: In an unofficial conversation with you on my first arrival at Port Royal, speaking of the flag which would be worn by an officer holding the rank of commodore, which I was daily expecting to be promoted to, I understood you to say that it was a matter upon which your mind was not made up, and that you would endeavor to ascertain from the Department what its views were upon that point.

As I presume I shall receive my commission in that grade in a few days, I shall be glad to know if you have any instructions to give me on the subject, or what your wishes are in relation to it.

I can not but think that something to designate that grade in an officer, placed as I am at this moment in command of a large division of ships, would be to the advantage of the service; whilst, on the other hand, as a mere matter of opinion, I would say that with a single command or in the presence of a superior officer it would be of little importance how the question was settled, beyond the mere personal pride and feelings of the officer, who, in our service, is certain to be far past the meridian of life, and naturally feels a pride in being recognized by his flag in a rank superior to one he has held as a captain and beyond which he may never arrive.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. Weehawken, to assume command of station in North Edisto River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 18, 1863.

SIR: You will please proceed with the *Weehawken* under your command to North Edisto and assume the charge of that station.

You are aware of my objects in this movement. A steamer will be ordered to attend or tow you.

Please send down the *South Carolina* to Port Royal, delivering to Commander Almy the enclosed order.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain JOHN RODGERS,
U. S. S. Weehawken.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Almy, U. S. Navy, commanding U. S. S. South Carolina, to transfer his command in North Edisto River, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 18, 1863.

SIR: On the arrival of the *Weehawken* you will repair to Port Royal for coal and supplies, giving Captain Rodgers such information as your experience in Edisto may render advisable.

In case you require any repairs, please let your engineer see to whatever may be done in three days, for in the present exigencies the *South Carolina* will have to leave here at the end of that time.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. J. ALMY,
U. S. S. *South Carolina*, North Edisto.

Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant-Commander Stevens, U. S. Navy, commanding U. S. S. Huron, for duty on Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 18, 1863.

SIR: You will proceed, when ready for sea, with the *Huron* under your command off Charleston and report to Captain T. Turner, of the U. S. S. *New Ironsides*, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander G. A. STEVENS,
U. S. S. *Huron*.

Letter from the Assistant Secretary of State to the Secretary of the Navy, transmitting telegram regarding steamer Plantagenet.

THURSDAY EVENING, March 19, [1863].

MY DEAR SIR: I enclose another telegram, just received, in relation to the *Plantagenet*.

Yours, very truly,

F. W. SEWARD.

Hon. G. WELLES,
Secretary of the Navy.

[Enclosure.—Telegram.]

HALIFAX, NOVA SCOTIA, March 19, 1863.

Plantagenet, mentioned yesterday, rumored destined for Charleston; part of cargo said to consist of powder intended to destroy vessel if taken. Will paint her lead color while at sea.

M. M. JACKSON,
U. S. Consul.

Hon. WM. H. SEWARD,
Secretary State.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of Commander Downes, U. S. Navy, regarding the operations of iron-clads.

No. 139.]

FLAGSHIP WABASH,

Port Royal Harbor, S. C., March 19, 1863.

SIR: The Department having forwarded to me a copy of Captain Ericsson's letter to Captain Dahlgren, referring to a communication from Commander J. Downes to the Bureau of Ordnance, I herewith enclose a letter from Commander Downes, addressed to me on the same subject.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. IRONCLAD NAHANT,

Port Royal, March 18, 1863.

SIR: I have the honor to acknowledge the receipt of a communication from Mr. Ericsson, addressed to Rear-Admiral Dahlgren, and forwarded by him to you, at Mr. Ericsson's request, who has written it, I presume, in response to my communication of the 20th ultimo to the Ordnance Department, though, upon a careful revision of that letter, I can find nothing therein calculated to elicit such imputations of ignorance and professional prejudice as Mr. Ericsson's letter implies.

I confess that I was not aware that Mr. Ericsson had planned his vessels with the view that their guns should be fought exclusively over the bow in a seaway, and in reference to this point, I beg leave to offer a proposition, based upon my professional experience. What if we become engaged with an ironclad of superior activity to ourselves, who will not permit us to keep our bow pointed toward him, an event which seems quite practicable to me, particularly as my experience of this class of vessel leads me to believe them easily affected and rendered unmanageable in a seaway? I quite concur with Mr. Ericsson, however, in his suggestion that our floating antagonists should be fought bows on, if possible, but the idea had occurred to me before the receipt of his communication. But I beg leave to differ with him in opinion as to the proper manner of laying these vessels to meet the fire of Fort Sumter or other batteries, and again I base my opinion upon experience. Gunners find it an easy matter to make good line shots, the great difficulty being to avoid overreaching or falling short of the object. The decks of these monitors are their weakest points exposed to fire, and, as proven the other day at Ogeechee River, are not invulnerable to heavy shot. I therefore submit, that by laying the length of your deck to the enemy, instead of the breadth, you are the more completely exposing your weakest point of resistance to him.

Mr. Ericsson says that I will do well to reflect further on the subject before I assert that my guns are practically useless. Such was not my intention, as I had no idea that the monitors of this class were intended to engage in a seaway. My hints were intended to apply to

the use of the heavy XV-inch guns in the other seagoing vessels, such as the *Roanoke*, etc., but if this class of monitor is intended for fighting in a seaway, undoubtedly my letter will bear this construction—that the XV-inch guns, mounted as mine is, are practically useless in a seaway, and I can offer an additional reason for asserting them to be so, viz, the impossibility of sighting them correctly. The sight hole through the turret purports to enable one to point the gun within 3 feet, horizontally, of the object aimed at, but the elevation or depression of the piece is almost a matter of chance; and these vessels are intended to mount, in both ports, XV-inch guns, the fire from which, under these circumstances, must be very ineffective. Mr. Ericsson does not, in his letter, credit his vessels with one good quality which they certainly possess—that of steadiness in the trough of a sea; they never roll heavily and their pitching motion is nearly as great as their rolling. But other causes than motion would prevent these vessels from fighting in weather when vessels constructed upon the ordinary model could use their guns without difficulty. The volume of water which would pour into their ports and under the raised turret, flooding the turret chamber below and, as one of the consequences, by wetting the belts of the blowers stop the breath and kill the steam of the vessel, would be a serious obstacle to their being fought at all in anything approaching heavy weather. But I have no desire to give Mr. Ericsson ground for complaint of me for the entertainment of professional prejudice against the monitor class of vessel as I am not conscious of the existence in my mind of any such prejudice, neither can I find anything in my letter referred to above which will bear that interpretation, unless, indeed, he considers my statement, based not upon experiment, but upon observation, that I believe it to be impracticable to work the XV-inch gun in a seaway, or, as Mr. Ericsson styles it, “upon an oscillating plane,” upon the present carriage and with the present arrangement of the compressor, as the result of prejudice, whereas it is based solely upon the experience gained on board this vessel. My professional experience enabled me to see many defects in the monitor class of vessels as seagoers, which, as the result has proved, do actually exist and, if I am not misinformed, enabled others to make suggestions of additions and improvements which have been ultimately adopted and yet were, at the time, attributed to the prejudice rather than to the experience of the proposer.

Perhaps my suggestions are worthless; they are mere suggestions, offered for the consideration of the Ordnance Department, but I must state that one auxiliary for the working of the gun, which Mr. Ericsson states that we possess, does not to the best of my knowledge, or that of any officers whom I have consulted, exist. No mechanism is supplied for locking the iron rollers of the carriage, if by the iron rollers is meant the trucks upon which it runs in and out.

In conclusion I beg leave to state that whilst I believe this to be the most perfect combination of the elements of offense and defense afloat in smooth water and when opposed to vessels or forts of masonry, I have by no means the same confidence in their defensive or offensive powers in rough water or when opposed to earthworks where rapidity of fire is to a certain degree of greater importance than weight of metal. In a word, I do not consider the invention yet perfected, and think that any suggestions intended for the increase of their efficiency

ought to be received as emanating from a laudable motive rather than one of detraction from the merits of the invention.

I am, very respectfully, your obedient servant,

JOHN DOWNES,
Commander.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Private letter from Rear-Admiral Du Pont, U. S. Navy, to the Assistant Secretary of the Navy, regarding affairs in general.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 19, 1863.

MY DEAR SIR: I can not take the time I once had to write you unofficially, but I thought you would like to hear [a] few words.

We are hard at work on the ironclads. They require so much, and the injury of the *Montauk* is very great. I crawled on "all fours" to see for myself. We are afraid to beach one of these vessels, and yet it seems a difficult job without so doing.

The *Putapsco's* pumps are not yet in order. I had dispatched the *Weehawken* to Edisto this morning to establish our base of operations, but an equinoctial gale sent her back. I may send her to Savannah River in lieu. A boat and crew from the *Georgia* deserted three days since, taking the midshipman prisoner. Their information is of interest and I have sent for them.

I am anxiously looking for the *Keokuk*. Her less draft than the others is very important. I think these monitors are wonderful conceptions, but, oh, the errors of details, which would have been corrected if these men of genius could be induced to pay attention to the people who are to use their tools and inventions.

Much to my regret I was forced to take the *Unadilla* out of Stono and send her to the Rattlesnake, off Charleston, so fierce is the blockade running now, when she got aground on Stono Bar and had to be towed in, a lame duck.

If George Sanders' cruising iron vessels come over, we shall be swept from one end of the coast to the other.

The most important thing in view of your proposed work for the ironclads I have not mentioned, but intend to write officially on the subject. I mean the life given to that XV-inch gun by Dahlgren. There is not an ironclad captain who does not believe it will be exceeded at Charleston alone. The memorandum I sent you was drawn up by John Rodgers from the different reports.

Please let the *Massachusetts* run to Philadelphia. We shall never see her again from New York.

In haste, yours truly,

S. F. D. P.

Hon. G. V. Fox,

Assistant Secretary of the Navy, Washington.

Report of Captain Rodgers, U. S. Navy, transmitting abstract of statements of deserters from the Confederate transport Savannah.

FLAGSHIP WABASH, March 19, 1863.

SIR: I have the honor herewith to submit the result of an examination of five deserters from the Confederate transport *Savannah*, who, being on picket duty, secured the arms of their officer, a master's mate, and brought him prisoner to Fort Pulaski.

These men, all foreigners, were sent off by the military authorities on Hilton Head to the *Wabash* for examination.

Very respectfully, your obedient servant,

JOHN RODGERS,
Captain.

Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Lieutenant Mackenzie kindly acted as amanuensis and thus condensed the testimony of the crew.

[Enclosures.]

Abstract of statements of deserters.

The crews of the various vessels appear to be poorly fed and not well clothed and somewhat discontented. Their pay is very irregular. The personal treatment is not very harsh on board of the efficient vessels, namely, the *Atlanta*, ram *Savannah*, and *Isondiga*.

The efficient vessels for active movements are three, the ironclads *Atlanta* and *Savannah* and the wooden gunboat *Isondiga*. The entire battery of these three vessels, ten or eleven guns, is comprised of 6 and 7-inch rifles. The *Atlanta* is said to be much the fastest, and will probably steam 8 knots. Her draft is about 16 feet, and, as far as can be ascertained, she is slow to mind her helm. The discipline of this vessel is said to be good under the present captain.

The *Georgia* lies at the Elba Island, [Savannah River], in cribs composed of logs, kept in their places by stones thrown into them; she has warps out by which her broadside can always be turned on either the north or south channel.

The *Atlanta* lies inside of the *Georgia*.

The old *Savannah* is moored head and stern with her gun pointed down the channel. The ram *Savannah* had not moved down from the city [Savannah] at the time these men deserted. The whole naval forces are under the command of Commodore Tattnall, whose flag is upon the *Fingal*, although he resides in the city. The second in command is Captain Sinclair, of the *Fingal*. The vessels are described as having no means of ventilation; when the hatches are on they are almost hermetically sealed, the only opening being the ports. There are no blower engines in these vessels. One of the deserters heard Commodore Tattnall say, while pulling down the Thunderbolt, about three weeks ago, that when the ironclads move upon Charleston he would attack this place. This was said to his son, who was formerly in the Marine Corps, and to other officers of the *Fingal* who accompanied him. Another one has heard him say that he would destroy the vessels in Wassaw Sound if the ironclads were to leave that place.

With regard to moving these vessels past the obstructions at the head of Elba Island, one of the deserters who assisted in blowing

them up some weeks ago, when it was intended to make a movement, says that now it could be easily done in one day by using heavier charges of powder, although it then took them a week to remove them.

All the stores in Savannah are said to be filled with cotton belonging to an English agent named Low, who, in buying the cotton, gives the price as regulated by Confederate currency in orders on the Bank of England for gold.

The *Nashville* was intended not for a man-of-war, but for a privateer. She had, according to one witness, four guns; according to another she had only two, a 24-pounder and 32-pounder, the rest to be obtained at Nassau. She had on board 700 bales of cotton, 40 barrels of tobacco, and some turpentine. She had been entirely deserted by her crew before blowing up.

There is said to be much drunkenness among the officers of these vessels.

The navy ration is $1\frac{1}{4}$ pounds meat, 14 ounces bread, and some sweet potatoes.

The commodore is cheerful and popular.

The army appears to have much poorer fare.

FLAGSHIP WABASH,
Port Royal, March 20, 1863.

Forts guarding the approaches to Savannah.

Name.	Position.	Armament.	Remarks.
Causton's Bluff battery.	1 mile S. W. of Savannah River, and 150 yards W. of St. Augustine Creek.	Unknown	Causton's Bluff is a high hill surrounded by $1\frac{1}{4}$ miles of intrenchments; it is closely filled with guns.
Lawton's battery	On north bank of Savannah River, due north of west end of Elba Island.	5 32 and 42 pdrs.; 2 X-inch guns.	Covers the Georgia and the anchorage of the men-of-war.
Lee's battery	On south bank of Savannah River, N. W. of Causton's Bluff, S. W. of Georgia.	2 mortars, probably X-inch; 2 X-inch guns; 5 32 and 42 pdrs.	Made of sand and said to be filled in with cotton bales.
Naval battery, on Fort Cheves.	One-half mile N. W. of Fort Jackson, on an island to the northward of channel.	2 24-pdrs., English rifles; 5 32-pdrs.	Built by naval forces, but now in possession of army; said by one to be built in a marsh; built of piles and filled in with stones.
Battery, name unknown.	On eastern end of Fig Island.	3 light guns	A very inconsiderable work.
Fort Boggs	1 mile E. of city, on the south bank of the river.	14 guns, caliber unknown.	There is a small battery of three guns between Causton's Bluff and Thunderbolt.
Fort Jackson			Not described by deserters. They say, however, it is not much depended upon, the earthworks being more formidable.

Obstructions.

Below Thunderbolt: Made of live-oak timber; armed with torpedoes, which go off by impact.

At western end of Elba Island, running north and south from bank to bank: They consist of cribs 14 feet square, decked over and sunk

by piling stones and rocks on top of them. There are no torpedoes here. A crib was removed by sinking torpedoes below this deck at each corner, one of 95 pounds, one of 85 pounds, and two of 25. The torpedo was made of a large tin can filled with powder and having a long tube running to the top of the water.

There are said to be torpedoes also in Mud River. There are no torpedoes in Savannah River.

FLAGSHIP WABASH, *March 20, 1863.*

Men-of-war and transports in and about Savannah, Ga.

Name.	Battery.	Speed.	Plating.	Number of men.	Captain.	Remarks.
Atlanta.....	2 7-inch and 2 6-inch rifles.	About 8 to 9 knots.	4 inches thick.	110	Arthur Sinclair...	Draft 16 feet. The plating is in solid plates, 2 inches thick, 4 wide, laid horizontally, and another tier of the same laid transversely. The Fingal has an ironclad bow, but no regular prow.
Savannah	2 7-inch and 2 6-inch rifles.	Untried.	do....	Will be 110.	Capt. [R. L.] Page.	Draft 12 feet. The Savannah has a prow just above the water's edge 5 feet long and 4 feet thick, which tapers to a sharp point.
Georgia.....	8 guns on gun deck, 2 6-inch rifles. Some VIII-inch columbiads.	No motive power.	2 layers railroad iron.	Unknown	Lieut. [J. V.] Johnson.	The Georgia lies in a crib at upper end of Elba Island with warps by which she can bring her battery to bear on either channel.
Isondiga.....	1 7-inch and 1 or 2 6-inch rifles.	.....	Not iron-clad.	.....	Lieut. [J. S.] Kennard.	A small wooden gunboat without masts.
Old Savannah	1 32-pdr...	.....	....do....	.....	Lieut. [J.] Pelot...	Side-wheel steamer. An old river boat. Receiving ship.

Transports.—*Ida*, side-wheel; *Habersham*, stern-wheel; *Beauregard*, side-wheel, an old vessel rechristened; *Firefly*, side-wheel, very small; *Resolute*, side-wheel; *General Lee*, side-wheel.

Chasing ashore of the British steamer Georgiana by the U. S. S. Wisahickon, March 19, 1863, and her subsequent destruction.

Report of Rear-Admiral Du Pont, U. S. Navy.

No. 140.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 21, 1863.

SIR: I have the honor to report to the Department that about midnight of the 18th instant the English iron steamer *Georgiana* attempted to run into Charleston through Maffitt's Channel.

The alarm had been given by the U. S. yacht *America*, Acting Master J. Baker, who also fired into her, and the U. S. S. *Wissahickon*, Lieutenant-Commander J. L. Davis, soon after perceiving her, opened so heavy a fire upon her that her commander hailed to say that he surrendered. Upon this the *Wissahickon* ceased firing, but the captain of the ship, taking advantage thereof, pointed his vessel toward the shore, which was quite near, and succeeded in running her aground, and, with all on board of her, escaped on the land side.

Captain Davis being of opinion that the vessel could not be saved, determined to destroy her, which he did by setting her on fire.

The cargo was a very valuable one, and, according to late statements in the papers, the vessel itself was pierced for fourteen guns, but as I have not received any report as yet from Lieutenant-Commander Davis, I am not certain that this was the case.

I shall be able to give further particulars by the next mail.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Captain Turner, U. S. Navy, senior officer off Charleston, S. C.

U. S. S. NEW IRONSIDES,

Off Charleston, S. C., March 19, 1863.

ADMIRAL: I endeavored to get a letter on board of an army schooner passing this morning, but it was blowing too heavy to effect it. I am writing this in hopes of being able to overhaul some vessel in passing here to-morrow, as I am not expecting to send any vessel from here to Port Royal soon, unless it should be for provisions, as they are all well supplied with coal at present, excepting this ship only.

I have the pleasure to communicate to you the following intelligence: Last night, about half past 12 o'clock, the English iron steamer *Georgiana* attempted to run in through Maffitt's Channel. The *Wissahickon* fortunately happened to lay in her path, and immediately opened upon her so heavy a fire as to cripple her. Her commander hailed to say that he surrendered, and at the same time, by an act of the most consummate treachery, pointed his ship toward the shore, which they were very near to, and grounded her in 14 feet of water, himself and everybody on board of her escaping on the land side.

Captain Davis at the time, not knowing that she was aground, had ceased his fire, because of the summons to surrender having been assented to. She is a very large steamer, filled with the most valuable assorted cargo; among other articles, rifled guns. As it was then calm, Captain Davis, very wisely, fearing that the rams might come out to rescue her, set fire to her in three different places, and when he came down here to report to me this morning she was burning, and I suppose by this time she is entirely destroyed. It has been blowing so heavily here all day, and so high a sea running, that I am unable to go to the scene to ascertain further particulars, which I shall do as soon as the weather clears up.

As soon as I can get the *Huron* back, and the *Unadilla*, if she can be sent, with these three gunboats I think I can effectually close that

passage (except in fogs) to vessels coming in; not so easily to those going out, as they have the advantage of a fresh departure, within a mile of the entrance.

The *Wissahickon* performed this whole work alone. I had placed the *Memphis* just to the north of the Rattlesnake Shoal. The steamer got by her unperceived (at least I suppose so), and her draft of water would have been too great to have gone to the spot.

Some one of the three vessels lying to the north of Rattlesnake Shoal gave the alarm, which gave the *Wissahickon* the opportunity to be ready when the steamer came up.

I wish two more pilots. These young officers commanding gun-boats require skillful pilots on board, to enable them to take up their positions close in.

My own pilot is on board of the *Wissahickon*, doing invaluable service there.

Very respectfully, your obedient servant,

T. TURNER,
Captain

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

P. S.—Captain Davis thinks that he had put so many shot in the hull of the *Georgiana* that she could not have been saved.

Report of Captain Green, U. S. Navy, regarding articles taken from the wreck.

U. S. S. CANANDAIGUA,
Off Charleston, March 20, 1863.

SIR: I have respectfully to report that the following-named articles were taken from the steamer *Georgiana* and brought on board of this ship by Lieutenant Manley, who had charge of the launch sent to the *Wissahickon* on the morning of the 19th instant in compliance with her signal for assistance:

Eight Enfield rifles, 9 bayonets for the same, 8 battle-axes, 1 patent lead and line, 10 pounds of glue, 5 small jars of preserves, 1 dozen gilt buttons, 1 table cover, 19 sabers.

Very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Captain THOMAS TURNER,
Senior Officer Present, off Charleston.

Report of Captain Turner, U. S. Navy, regarding orders issued for the destruction of the steamer *Georgiana*.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 21, 1863.

ADMIRAL: I have the honor to inform you that a boat was picked up last night with a sergeant and eight men belonging to the rebel service. He represents that he was sent to the *Georgiana* to look after her, but got lost last night in the dark.

I shall send them north by the *Massachusetts*.

In consultation with Lieutenant-Commander Davis, of the *Wissahickon*, I have ordered the wreck of the *Georgiana* to be destroyed. It might suggest the idea to the rebels of planting a battery there, which would give us great trouble; besides, being within three-fourths of a mile from the shore, any attempt to raise or discharge her would be met by resistance, and batteries once planted on that beach might become fixtures, to our great annoyance in chasing vessels trying to run the blockade at that point.

MARCH 22.

I see a vessel, which is supposed to be the *Circassian*, coming in, and I close my letter in hopes of being able to send it by her. I have not heard from the scene of the wreck since yesterday morning, but a large explosion took place last night in that direction, which I suppose was the wreck. Another explosion took place this afternoon, which I suppose was another batch of powder on board of her.

The *Wissahickon* and the *Huron* yesterday afternoon, by my orders, set her on fire with their shells.

Very respectfully, your obedient servant,

T. TURNER,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

P. S.—From all I can ascertain, this vessel (the *Georgiana*), was sent into Charleston to receive her officers, to be fitted out as a cruiser there. She had 140 men on board, with an armament of guns and gun carriages in her hold, commanded by a British naval retired officer.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. *Wissahickon*, requesting a wrecking force.

U. S. GUNBOAT WISSAHICKON,
Off Charleston Bar, S. C., March 21, 1863.

SIR: I have the honor to state that the weather has been too rough, and still continues so to permit an examination into the cargo, engine, and equipment of the prize steamer *Georgiana*, nor have I sufficient means at my command to undertake the task and do justice.

I would respectfully request that a competent force adapted to wrecking purposes may be ordered, inasmuch as the cargo is doubtless valuable and the vessel might be got off.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, approving his course in the destruction of the steamer.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 24, 1863.

SIR: I have your several communications in reference to the interception, running on shore, and ultimate destruction of the steamer *Georgiana* while attempting to run the blockade.

The course pursued in destroying her was the best under the circumstances, and I approve of it. I was aware of the character of this vessel, and consider her capture of the utmost importance.

In your communication of the 21st you inform me of your intention of sending home by the *Massachusetts* the sergeant and eight men who were picked up in a boat and who had come out of Charleston Harbor. If you have done so, which I hope still you may not, I have to express my regrets, no one having authority to dispose of prisoners but myself. It would have been of great interest to have had these men here to undergo the systematic examination we are in the habit of giving such, and, besides, we are not sending prisoners north now, having some of our own people in Savannah for whom they could have been exchanged.

If I had any Charleston pilots I would send them up with pleasure, but since the blockade was established, now nearly two years, we have never had any; occasionally a coast pilot has been on board some of the vessels, but, as a general rule, the commanders of light vessels, by their superior knowledge of charts, soon become quite proficient on the outside work. I had a buoy put on the Rattlesnake to help them, and I can do no more.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,
U. S. S. New Ironsides, off Charleston.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting the report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. *Wissahickon*.

No. 166.]

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., April 1, 1863.

SIR: In my dispatch No. 140 I had the honor of reporting to the Department the capture, or, rather, running on shore, of the *Georgiana*.

I have since received the report of Lieutenant-Commander Davis, of the *Wissahickon* (marked No. 1), together with the papers that were taken on board of the prize before she was destroyed.

These may be useful in the future in case any question arises with regard to the legality of her destruction.

I have not received any inventory of articles rescued from the *Georgiana* other than the papers, but I understand they are all of trifling value, it being impossible to secure any of the valuable part of her cargo before she was set on fire by our vessels.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Davis, U. S. Navy, commanding U. S. S. *Wissahickon*.

U. S. GUNBOAT *WISSAHICKON*,
Off Charleston Bar, S. C., March 19, 1863.

SIR: I have the honor to report that at half-past 12 o'clock last night I discovered a steamer, which had been fired at by the blockading vessels lying outside of my position, running in for Charleston. I at

once opened my battery upon her, and with such effect as to cause the stranger to stop and show a light, when I ceased firing, understanding a hail that he surrendered. Upon approaching him, he had changed the direction of the vessel's head and started off to the northward, intending to run in along the beach. I headed him off, using all the guns I could bring to bear, pressing him hard, and, no doubt disabled, he ran aground about 2 miles to the eastward of Breach Inlet, and displayed a bright white light. I stopped firing, and dispatched boats, in charge of Lieutenant S. Casey, with orders for all on board to come immediately to this vessel. When Mr. Casey reached the steamer all hands had deserted her in their boats. Preparations were at once made to get the vessel off. She proved to be a large iron steamer, the *Georgiana*, last from Nassau, New Providence.

Having made signal for assistance, boats from the *Canandaigua*, *Housatonic*, *Memphis*, and *America* reported themselves. Every effort was made by kedging and towing with this vessel to get the steamer afloat, but without success. Before she was deserted every means was adopted under the precipitate flight of the deserters to ensure her filling with water, and I have reason to suppose the vessel's hull had sustained material injury from our shot. Lieutenant M. S. Stuyvesant, of the *Housatonic*, reported the fact that the vessel was rapidly filling. Having exhausted every effort to keep her free, and not knowing how near she was to the rebel batteries, I directed him to secure all the property he could, and set fire to the steamer. Just at daylight the boats shoved off, the vessel having about 14 feet of water in her hold and being on fire. There was not much property saved. The officers commanding the boats were directed by me to take an inventory of the articles they had secured, and hand to me the lists. As soon as they are rendered I will forward them to you.

I think it quite probable when the weather moderates there may be obtained some of her cargo and machinery. The character of the cargo is not known, except what was lying on top, such as small rifled guns, projectiles, and Enfield rifles, as no manifest was found.

I would respectfully state that I ceased firing on both occasions when the light was displayed, understanding it to be a signal of surrender, and to continue firing would have been in violation of the rights of helpless creatures and barbarous, but from the conduct of those in authority on board, it is evident they disregarded honorable principles by taking advantage of my humanity, for after surrendering they attempted to escape with the vessel. I was in doubt as to continue firing on her after she got aground, although a light was shown, but I gave them the benefit of a doubt, supposing that they would not repeat their first offense, if such a slight expression could be applied to their cases.

With this communication I send the report of Acting Assistant Paymaster Kelsey and accompanying papers, who was instructed to collect and preserve all found on board.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS,
Lieutenant-Commander.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. STEAM GUNBOAT WISSAHICKON,
Off Charleston, March 19, 1863.

SIR: I have the honor to report that in obedience to your orders I proceeded on board the prize steamship *Georgiana* to take charge of all books and papers and attend to the condition and preservation of the cargo; that after careful search I failed to discover either the log book of the steamer or the manifest of her cargo, and they are supposed to have been taken away by her officers when they abandoned her.

I enclose such letters and papers as I was able to obtain, sufficient in nature to fully determine the character of the *Georgiana* as a blockade runner, if any doubt could have existed on that point.

I am happy to be able to state that up to the time when it was determined to fire and destroy the steamer, her cargo and stores remained untouched by any of our men.

I have the honor to be, very respectfully, yours,
 A. WARREN KELSEY,
Acting Assistant Paymaster.

JOHN L. DAVIS,
Lieutenant-Commander.

[Telegram.]

SIGNAL STATION, WEST END SULLIVAN'S ISLAND,
March 19, 1863—8:30 a. m.

Three men have just arrived from the steamer *Georgiana*, direct from Liverpool, now lying ashore off Long Island. The men believe that she has aboard of her a very large amount of ordnance and ordnance stores. They state that they believe that she was burned after they left her.

C. T. HASKELL,
Captain, Commanding Battery Marshall.

General TRAPIER.

[Telegram.]

SIGNAL STATION, WEST END SULLIVAN'S ISLAND,
March 19, 1863—1 p. m.

The *Georgiana* is 1 mile off and 2 up Long Island Beach. Shall I approach her at low tide? She is burning slowly.

C. T. HASKELL,
Captain, Commanding Battery Marshall.

General J. H. TRAPIER.

*Report of Captain Kinzie, U. S. Army, to Major-General Hunter,
 U. S. Army, regarding the defenses of Savannah, Ga.*

HDQRS. DEPARTMENT OF THE SOUTH,
Hilton Head, Port Royal, S. C., March 20, 1863.

GENERAL: I have the honor to submit for your consideration the following facts regarding the defenses of Savannah and the condition of the troops composing its garrison: The ironclad battery *Georgia*

lies just within and close up to the obstructions, commanding both the North and South channels. The *Georgia* is only afloat after half-flood tide; her portholes are open, four on each side and one on each end; she can not move unless she is towed by some other vessel. When she was launched one of the cross pieces of the ways stuck to her bottom and is fast there still. There are no obstructions, such as torpedoes, etc., in the North Channel this side of the *Georgia*. This I regard as true, for it came from three New Yorkers who belong to the *Georgia* and are anxious to desert; it is also corroborated by the pilot of the rebel steamer *Ida*, who is not a rebel at heart, and who also told the pilot of the *Mattano* that there were no torpedoes this side of the obstructions. Colonel Barton, of Fort Pulaski, agrees to go up the river and satisfy you of this last fact by personal investigation, if you wish it. The pilot of the *Mattano*, who has been up on every flag of truce and has never let the opportunity pass without finding out something from the pilots who come down on the rebel boats, and who are old friends of his, assures me that the torpedoes are all inside of the obstructions and that he can take one of our ironclads within 150 yards of the *Georgia*. The *Weehawken* and another of the monitors have not yet been tried. From personal observation, and from information that I regard as reliable, I am confident that two of our ironclads could destroy the *Georgia* in two or three hours. The North Channel runs close under Elba Island, so that our ironclads could lie within 800 yards of the *Georgia*, having their hulls thus protected from the fire of Fort Jackson and the batteries on Causton's Bluff. The troops designed for the defense of Savannah have mostly been withdrawn to Charleston, leaving from 5,000 to 7,000 in and around Savannah. The fortifications at Causton's Bluff are quite formidable, but are not yet completed. I saw the *Fingal* (or *Atlanta*) up near Fort Jackson, and the unfinished "turtle" is up at the city. The obstructions are made of large wooden crates or boxes filled with stone and then sunk between two rows of piles. The people of Savannah have no confidence in the defenses of the city and are ready at any moment, if we make a vigorous attack, to seek safety in flight.

Very respectfully, your obedient servant,

ARTHUR M. KINZIE,
Captain and Aid-de-Camp.

[Endorsement.]

HDQRS. DEPARTMENT OF THE SOUTH,
Hilton Head, S. C., March 20, 1863.

Respectfully forwarded to Admiral S. F. Du Pont, commanding South Atlantic Blockading Squadron, for his information. Captain Kinzie is a young officer of excellent observation and his statement is commended to the admiral's confidence.

D. HUNTER,
Major-General, Commanding.

Letter of Rear-Admiral Du Pont, U. S. Navy, to Major-General Hunter, U. S. Army, regarding Confederate ironclads.

Private.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 20, 1863.

MY DEAR GENERAL: I thank you much for the perusal of Captain Kinzie's letter. It confirms what we had been told before of the rather

helpless condition of the *Georgia*. I can not, however, withdraw the monitors from their repairs and preparations for so much more important work than her destruction. If I could get at the *Fingal* it would be much more tempting, for I think Tattnall will try Port Royal, from what I hear, as soon as you and I leave it, and I think sometimes the forts ought to have had traverses. I think, however, the *Wabash* will be a great bulwark.

I think, too, that the colonel at Pulaski will have to be on the lookout.

Thanks for the Savannah paper. I got much interesting information from the deserters and have tabulated it for easy reference; so soon as I can get it copied I will send it to you.

I am detaining the *Conemaugh* for the expedition you spoke of.

I am, general, yours, most truly,

S. F. DU PONT.

Major-General D. HUNTER,

Commanding Department of the South.

Report of Commander Steedman, U. S. Navy, commanding U. S. S. Paul Jones, regarding a reconnoissance in St. John's River to Jacksonville, Fla.

U. S. GUNBOAT PAUL JONES,
Off Jacksonville, Fla., March 20, 1863.

ADMIRAL: I have the honor to report that on my arrival at the mouth of this river [St. John's], I immediately pushed on to this place, which I found upon my arriving in the quiet possession of Colonel Higginson, with his command of colored troops, who two days previously, under convoy of the gunboats *Norwich* and *Uncas*, Commander Duncan, senior officer in command, had come up in his transports and landed his forces in the town without meeting with the slightest resistance.

Herewith I transmit Commander Duncan's report. I was informed by Judge Stickney, on the day of his leaving here in the steamer *Boston*, that it was his intention to obtain a large reinforcement of troops for the purpose of holding this place permanently. I have been obliged to remain here to give protection to the force now in possession of the town, as I did not think it adequate to hold it without our assistance.

The *Boston*, with reinforcements, is now coming up the river.

As there are but some 30 tons of coal at Fernandina I have decided not to send the *Norwich* there for a supply, but will endeavor to procure from the army transports enough to last for a couple of weeks. Should I not be able to do this, I will have to supply her from this vessel.

So soon as the expected reinforcements have arrived I will make a reconnoissance up the river as far as Palatka; having done this, and finding that the presence of this vessel is no longer necessary, I will return to my station agreeably to your instructions.

I am happy to inform you that I have learned from reliable sources that there is no foundation for the report that the steamer *St. Mary's* has been raised or moved from the place where she was sunk some time since.

At the request of Commander Duncan two months' provisions have been furnished to the *Norwich* and *Uncas*; by doing this I am reduced to but one month's supply on board.

I am, sir, very respectfully, your obedient servant,
 CHARLES STEEDMAN,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Flagship Wabash.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Rodgers,
 U. S. Navy, commanding U. S. S. Catskill.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 22, 1863.

SIR: You will please proceed with the ironclad *Catskill* under your command to North Edisto, where Captain John Rodgers will be the senior officer.

A steamer has been engaged to tow you.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander GEO. [W.] RODGERS,
U. S. S. Catskill.

[Similar order to Commander D. McN. Fairfax, U. S. S. *Nantucket*.]

*Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port
 Royal, S. C., of the U. S. storeship Courier.*

No. 145.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 23, 1863.

SIR: I have the honor to report to the Department the arrival here yesterday afternoon of the U. S. storeship *Courier*, Acting Master W. K. Cressy, commanding.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

*Letter from Rear-Admiral Du Pont, U. S. Navy, to Rear-Admiral
 Davis, U. S. Navy, Chief of Bureau of Navigation, requesting a
 regular signal book for the U. S. S. Massachusetts.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 23, 1863.

SIR: A serious accident came near occurring off Charleston with the *Massachusetts* after entering the line in consequence of not having the regular signals. The greater caution now demanded of vessels occupying the numerous stations on this coast, I think, renders it desirable that there should be no mistake in the intercommunication between our

vessels. The *Massachusetts* is also, by the orders of the Department, fitted as a cruiser, with instructions as such.

I would therefore respectfully submit to the Bureau that she should be furnished with a regular signal book.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Rear-Admiral C. H. DAVIS,
Chief Bureau of Navigation.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Balch, U. S. Navy, regarding the buoying of Stono Inlet.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 23, 1863.

SIR: The buoys for Stono entrance have been put on board an army transport.

You will please direct Lieutenant-Commander Bacon to take charge of the buoying of that channel, under general instructions from you.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral

Commander G. B. BALCH,
U. S. S. Pawnee, Stono.

Letter from Rear-Admiral Du Pont, U. S. Navy, to Brigadier-General Van Vliet, U. S. Army, requesting that army transports be restricted from approaching the blockading fleet off Charleston.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 23, 1863.

SIR: The senior officer off Charleston informs me that army transports on their way south frequently approach the blockading fleet at night, even getting within the lines, and on several occasions have narrowly escaped being fired into, at the great risk of loss of life and danger to the vessel.

May I ask you to warn the captains of army transports not to approach the blockading fleet off Charleston, particularly at night?

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

General VAN VLIET,
Chief Quartermaster, New York.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of the capture by the U. S. S. Arizona of the Confederate sloop Aurelia, March 23, 1863.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 23, 1863.

No. 161.]

SIR: I have the honor to forward herewith (marked No. 1) a report from Acting Volunteer Lieutenant Upton of the capture by the

Arizona of the Confederate sloop *Aurelia*, on the 23d instant, off Mosquito Inlet.

The *Arizona* belongs to the Eastern Gulf Blockading Squadron, but Acting Volunteer Lieutenant Upton ordered the *Aurelia* to this port under charge of Acting Ensign Pendexter, the vessel being unseaworthy.

I ordered a survey, and if the sloop was condemned, to take an inventory of her cargo; the report is enclosed (marked No. 2). The cargo, consisting of 60 bales of cotton, has been transshipped to the brig *John Welsh, Jr.*, bound to Philadelphia, under charge of Acting Ensign Pendexter. Bill of lading enclosed (marked No. 3).

The papers found on board, and which Lieutenant Upton had enclosed in his communication to you, I have forwarded to the United States district judge as necessary for her condemnation.

May I request that the navy agent at Philadelphia be authorized to pay the freight, \$50, in accordance with the terms of the bill of lading?

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. ARIZONA,

Off Mosquito Inlet, Florida, March 23, 1863.

SIR: I have the honor to inform the Department that I have this day overhauled and taken possession of the Confederate sloop *Aurelia*, four days from Charleston, S. C., laden with 60 bales of cotton, bound for Nassau.

As the vessel is hardly seaworthy for a long passage, I send her to Port Royal in charge of Acting Ensign Edward Pendexter, with a prize crew of four men.

I respectfully enclose all the papers found on board, consisting of register, manifest, shipping articles, bill of health, and clearance.

The captain and four men, comprising the crew of the vessel, I retain as prisoners on board of this vessel until I consult with some senior officer.

I am, sir, very respectfully, your obedient servant,

DANL. P. UPTON,

Acting Volunteer Lieutenant, Commanding Arizona.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of State to the Secretary of the Navy, requesting to be informed as to the granting of permits to British subjects to load cotton in the Savannah River.

DEPARTMENT OF STATE,

Washington, March 24, 1863.

SIR: I have the honor to enclose herewith the copy of a note of yesterday from Lord Lyons, asking whether permits will be granted to

British subjects to load ships with cotton in the Savannah River below the Confederate obstructions, and I will thank you to enable me to satisfy the enquiry.

I have the honor to be, sir, your obedient servant,
WILLIAM H. SEWARD,
Secretary of State.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

WASHINGTON, *March 23, 1863.*

MY DEAR SIR: A British subject has written to ask me to enquire from you whether you will grant permits to British subjects to load ships with cotton in the Savannah River below the Confederate obstructions. Will you be so kind as to tell me what answer I should make?

Yours, faithfully,

LYONS.

Hon. WILLIAM H. SEWARD.

Letter from Hon. Ira Harris, to the Secretary of the Navy, transmitting letter from Nassau, New Providence, regarding the movements of blockade runners between that place and Southern ports.

ALBANY, *March 24, 1863.*

MY DEAR SIR: I have just received the enclosed letter which I deem of sufficient importance to place it in your hands. It discloses a state of things which few would be prepared to believe. Did I not know the writer so well I should at once say the statement was exaggerated; but coming as it does from Judge Bosworth, now the chief justice of the superior court of New York, I am forced to believe every word of it. Whether anything more can be done than is already being done to break up this regular and frequent communication, by which the rebels are evidently receiving much aid and comfort, is a question for you to consider.

Yours, with esteem,

IRA HARRIS.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NASSAU, NEW PROVIDENCE, *March 16, 1863.*

DEAR SIR: I have been at this port since the evening of the 6th instant and shall remain until the 13th of April.

I write in haste and but a word. I can not think that our Government begins to know what is going on here. There are over twenty swift, light-draft steamers running regularly between this and Charleston and Wilmington, mostly to and from Charleston. From nine to eleven days is the passage to and from. Over one million of rifles and any quantity of cannon and ammunition have gone from this port, the steamers bringing back cotton and other cargo. Any quantity of gun carriages lie here, for which there is no present demand in Dixie.

Three steamers left here Saturday and two arrived Saturday night and Monday morning.

We need three or four fleet steamers off Abaco light. Our gunboat which is about there is too slow, and can be run around and away from by the blockade runners.

They are now shipping grain largely from this port to Charleston, whether for seed or consumption I am not advised. There is abundance of coal here, and the steamers took enough for a passage out and back. The passage is made in about sixty hours to Charleston.

It is known here when the steamers are to leave and are expected back, as well as when steamers leave New York for Europe and are expected to return.

This information meagerly detailed may not be useful, but I think that these steamers run so confidently that they might be taken and the business broken up if some swifter steamers could surprise them.

Yours, very sincerely,

J. S. BOSWORTH.

HON. IRA HARRIS.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Downes,
U. S. Navy, commanding U. S. S. Nahant.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 24, 1863.

SIR: You will please proceed with the ironclad *Nahant* under your command to North Edisto, where Captain John Rodgers will be the senior officer.

A steamer has been provided to tow you up.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander JNO. DOWNES,
U. S. S. *Nahant*.

*Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Werden,
U. S. Navy, commanding U. S. S. Conemaugh, to assume command
of blockading station off Georgetown, S. C.*

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 24, 1863.

SIR: You will please proceed with the *Conemaugh* under your command to Georgetown, S. C., and resume the charge of that blockading station, relieving the *Sebago*, Commander Beaumont, whose orders I enclose.

You will perceive that I direct him to take on board the colony from North Island. From all I can learn this had best be done, but should any reason present itself on further investigation that would induce you to desire some modification of the order, you are authorized to use your sound discretion in the matter.

You will please take the mails, with bundles of navy registers, etc., for the vessels off Charleston and for the *Sebago*.

Should the ironclads move in the morning, you will tow the *Nahant* to North Edisto. If, however, they do not move, you will proceed without her.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander REED WERDEN,
U. S. S. Conemaugh.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, to proceed to Port Royal, S. C., for the removal of the colony on North Island.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 24, 1863.

SIR: On being relieved by the *Conemaugh*, Commander Werden, in charge of the blockade of Georgetown, you will return to Port Royal with the *Sebago* under your command.

After diligent enquiry I am induced to believe that it will be to the advantage of that station and of benefit to the people who are there that the colony on North Island should be removed; I have therefore to direct that you will take them on board and bring them to Port Royal.

Had I a transport of any kind to send up I would relieve you from this duty, but your passage will be brief and you must make the best arrangements you can. Commander Werden is informed of my views on this matter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. Sebago, Georgetown, S. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding the U. S. yacht America.

NAVY DEPARTMENT, *March 25, 1863.*

SIR: You will send the U. S. yacht *America* to Newport, R. I., between the 10th and 20th of May next, for the purposes of the Naval Academy.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, requesting report and suggestion regarding the ironclads.

NAVY DEPARTMENT, *March 25, 1863.*

SIR: The Department desires the commanding officers of the ironclads to report frequently with regard to the qualities of those vessels

and to make any suggestions which experience may dictate for their improvement.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal.

Order of Rear-Admiral Du Pont, U. S. Navy, to the commanding officer of the U. S. Coast-Survey steamer Bibb for the transportation of articles for the repair of the ironclads in North Edisto River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 25, 1863.

SIR: You will please receive on board the *Bibb*, under your command, a certain quantity of iron plates and take them to North Edisto for the monitors now there, and also two bronze saddles, or yokes, for the *Catskill* and *Nantucket*. Chief Engineer Stimers, with a party of workmen, will go with you.

On your arrival you will report to Captain John Rodgers, of the *Weehawken*, senior officer, returning to this port without delay.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain PLATT,
U. S. Coast-Survey Steamer Bibb.

Order of Rear-Admiral Du Pont, U. S. Navy, to Captain Rodgers, U. S. Navy, commanding U. S. S. Weehawken, for the accommodation of workmen on the ironclads.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 25, 1863.

SIR: The *Bibb* takes up Chief Engineer Stimers, a party of workmen, and some iron plates to cover the magazines and shell rooms of the ironclads now in North Edisto, with two bronze saddles for the XI-inch guns of the *Catskill* and *Nantucket*.

I have to request that you will do the best you can for the comfortable accommodation of the mechanics who go up, in the same manner which was provided for them here.

Please send the *Bibb* back as soon as she delivers the above articles.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain JNO. RODGERS,
U. S. S. Weehawken, North Edisto.

Report of Rear-Admiral Du Pont, U. S. Navy, requesting the appointment as acting master of the executive officer of the U. S. Coast-Survey steamer Bibb.

No. 153.1

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 26, 1863.

SIR: I have the honor to inform the Department that I have appointed Robert Platt, at present executive officer of the U. S. Coast Survey steamer *Bibb*, as acting ensign in the U. S. Navy from the 1st of March, this being the highest appointment I can confer. I would, however, recommend that the Department should give him the appointment of acting master from the same date. Mr. Platt has been of great service in this squadron, is an educated and thorough seaman, and is, moreover, [competent] to pilot the fleet into Charleston Harbor, as I have reason to believe that his knowledge of the channels exceeds that of any of the few pilots we have here, and for which perilous service he has patriotically volunteered.

I may add that there are two other pilots in the squadron holding the position of acting master, which is a further reason for making the appointment.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Parrott, U. S. Navy, commanding U. S. S. Augusta, to proceed to duty on the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 26, 1863.

SIR: You will please proceed off Charleston with the *Augusta* under your command and report to Commodore Turner, senior officer, for blockading duty.

You will tow up the schooner *Stroup*, with hides and sand and a hose for the *Ironsides*, express matter, etc.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander E. G. PARROTT,
U. S. S. Augusta, Port Royal.

Letter from Commander Steedman, U. S. Navy, to Major-General Hunter, U. S. Army, regarding the assumption of command at Jacksonville, Fla., by Colonel Rust, U. S. Army.

U. S. GUNBOAT PAUL JONES,
Off Jacksonville, Fla., March 26, 1863.

GENERAL: I deem it my duty to inform you that it was at the earnest solicitation of Judge Stickney and myself that Colonel Rust reluctantly consented to assume the command of the forces at this point.

Judge Stickney will communicate to you in full our reasons for urging upon Colonel Rust the necessity of his so doing.

I have the honor to be, sir, very respectfully, your obedient servant,
[CHARLES STEEDMAN,]

Commander.

Major-General HUNTER,
Commanding Department of the South.

Letter from the Secretary of the Navy to the Secretary of State, responding to enquiry regarding permits for British subjects to load cotton in Savannah River.

NAVY DEPARTMENT, *March 27, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 24th instant, enclosing a copy of a note addressed to you by Lord Lyons, who desires to be informed if British subjects will be permitted to load ships with cotton in the Savannah River, below the Confederate obstructions.

In reply I would state that I am aware of no authority to grant permits for shipment of cotton in the blockaded region. Port Royal is the only place in the vicinity of Savannah from which such shipments can legally be made.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

HON. WILLIAM H. SEWARD,
Secretary of State.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding prize cases pending in the Supreme Court.

WASHINGTON, *March 27, 1863.*

MY DEAR SIR: I duly received yours in regard to the prize cases pending before the Supreme Court at the time your letter was written, but which had been argued and submitted to the court when it came to hand. Mr. Davis would have been authorized to appear in your behalf had it been known that you desired it.

The disposition of the cases, you will have learned, was favorable on every point. It has gone abroad that the court stood five to four, but I have been informed that Judge Catron, counted as one of the four, abstained from giving an opinion, not having made himself sufficiently familiar with the law and facts.

I congratulate you on the result, though late.

We are all looking with great earnestness and confidence to your squadron at this time. This is natural and to be expected. I offer no suggestions or opinion or wishes which I would have control your action. It is and has been my aim to strengthen and assist you so far as in me lay, and trust to your courage, skill, and sagacity for the rest.

The country is, as usual, impatient with us all, but the fault-finders are less reckless and abusive than in the earlier periods of the war. But were they as censorious as ever they should not be permitted to precipitate inconsiderate action.

I am inclined to believe the rebels are, and for some time have been, strengthening their defenses quite as vigorously as we are preparing for the offensive. You, however, are better informed than we are, I presume, on these subjects.

There has been a marked improvement in the tone and feeling of the country during the last few weeks, which at times surprises me, for there have been no great successes to inspire the change. It indicates, I think, persistency and high resolve in this great struggle, and, I flatter myself, increasing confidence in our heroic leaders.

Nothing decisive is yet received from Farragut and Porter, though expectation in that direction almost equals that toward Charleston.

My heart and best wishes are with you. God grant you a great success. It always gives me pleasure to hear from you officially and unofficially, and I hope you will often gratify me.

Yours, truly,

GIDEON WELLES.

Rear-Admiral SAMUEL F. DU PONT,
South Atlantic Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of the commanding officer of the U. S. ironclad Keokuk, regarding the passage from Hampton Roads to Port Royal, S. C.

No. 156.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 27, 1863.

SIR: I have the honor to report to the Department the arrival here yesterday afternoon, in good order, of the U. S. ironclad steamer *Keokuk*, accompanied by the tug *Governor*.

Enclosed (marked No. 1) is a copy of Commander Rhind's report of the passage from Hampton Roads to this port. She will be ready for service in three days.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM BATTERY KEOKUK,
Port Royal, March 26, 1863.

SIR: I have the honor to report the arrival of this vessel. We left Hampton Roads on Sunday evening at 9 o'clock, after a detention of several hours by fog. On the passage down, in tow of steam tug *Governor*, we had rough weather after passing Cape Lookout Shoals. In a heavy sea the vessel rolls deeply, but easily. I consider her a good and safe vessel at sea. The convoy steamer *E. B. Hale* was lost sight of on Tuesday evening in a heavy squall. When the engines are worked more and in good order the *Keokuk* will be able to go without convoy, and I think will attain a speed of over 9 knots in smooth water.

Very respectfully, your obedient servant,

A. C. RHIND,
Commander.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. E. B. Hale.

No. 157.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 27, 1863.

SIR: I have the honor to inform the Department of the arrival here this morning of the U. S. S. *E. B. Hale*, Acting Lieutenant E. Brodhead commanding.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Lieutenant Brodhead, U. S. Navy, commanding U. S. S. E. B. Hale, regarding the duty performed by that vessel as escort to the U. S. ironclad Keokuk.

U. S. S. E. B. HALE,
Port Royal, S. C., March 27, 1863.

SIR: I have the honor to inform the Department that this vessel sailed from Newport News, in company with the *Keokuk*, on the 22d instant, and accompanied her till the latitude of Cape Fear was reached, on the 24th, when a head wind and sea prevented me from making more than 2 knots per hour and from longer keeping up with the *Keokuk*. I accordingly shaped my course for this port, where I arrived at 1 o'clock p. m. to-day and reported to Admiral Du Pont.

I am, sir, very respectfully, your obedient servant,

EDGAR BRODHEAD,
Acting Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Baker, U. S. Navy, commanding U. S. yacht America, to proceed to duty on the Charleston blockade.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 27, 1863.

SIR: You will proceed with the yacht *America* under your command off Charleston and report for blockading duty to Captain T. Turner, senior officer present.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master J. BAKER,
U. S. Yacht America.

Order of Rear-Admiral Du Pont, U. S. Navy, to the senior officer in St. Simon's Sound, regarding the relief of the U. S. S. Marblehead in Wassaw Sound. Georgia.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 27, 1863.

SIR: You will please send up the *Potomska* or *Wamsutta*, whichever may be in best condition, to relieve the *Marblehead* in Wassaw, taking the most suitable position when there to enable her to pass out should she be threatened by any superior force.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain C. STEEDMAN,
Or Senior Officer Present, St. Simon's.

Report of Commander Balch, U. S. Navy, senior officer in Stono Inlet, South Carolina, regarding naval cooperation extended in a military reconnoissance on Cole's Island.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, March 27, 1863.

SIR: The One hundredth Regiment, Colonel Dandy, has just been landed on Cole's Island. I have furnished him with everything in my power to effect their landing. In coming in yesterday the *Expounder* struck on the North Breaker, and I immediately proceeded in the *Commodore McDonough* to her assistance, and in the effort to aid the *Expounder* the *McDonough* struck, remaining on shore till 9 p. m., when she came off, uninjured, as far as we can judge. The *Pawnee's* boats rendered all the assistance possible. At daylight this morning Captain Bacon led in and anchored near Cole's Island; the troops were landed, and I accompanied Colonel Dandy in a reconnoissance over the island, pointing out the different localities. I received by the army transports your order in reference to Lieutenant-Commander Bacon's buoying the Stono entrance, and as soon as we can get the buoys from the transports and the weather permits he will proceed on that duty. I have nothing of importance to report in regard to the enemy in this locality. Captain Garfield arrived to-day at 11 a. m. and, in obedience to orders to him, I hasten to dispatch him to Port Royal by this tide.

He would be very useful in the event of sending more transports into Stono.

I am happy to report all well on this station.

Very respectfully, your obedient servant,

GEO. B. BALCH,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron.

Capture of the British steamer Aries, by the U. S. S. Stettin, in Bull's Bay, South Carolina, March 28, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report of the commanding officer of the U. S. S. Stettin.

No. 162.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 31, 1863.

SIR: I herewith forward (marked No. 1) the report of Acting Master Edward F. Devens, of the *Stettin*, detailing the circumstances of the capture of the English steamer *Aries*, on the 28th instant, in attempting to run the blockade off Bull's Bay.

Acting Master Devens brought the steamer into this port, and I have, after supplying him with a crew, directed him to proceed to Boston, in accordance with the order of the Department.

Acting Master Devens' health is not good, and as the prize is valuable, and her cargo consists largely of liquor, I deemed it best to send him home in charge of her. He has been detached from the *Stettin*, and that vessel will be put in command temporarily of some acting master.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master Devens, U. S. Navy, commanding U. S. S. Stettin.

PRIZE STEAMER ARIES,
Port Royal Harbor, March 29, 1863.

SIR: I would most respectfully make the following report in regard to the capture of the English steamer *Aries*, while endeavoring to run the blockade off Bull's Bay:

At 12:45 a. m. of the 28th instant a steamer was discovered standing to the westward. I immediately got all ready and slipped my anchor, and when the steamer was inside of me and near shoals in this place commenced firing at him, at the same time following him as fast as possible. Finding the water to shoal very fast, I anchored in 3 fathoms. At early daylight saw the above steamer ashore on the south end of Petrel Bank. I immediately armed and equipped the boats' crews, and, taking command in person, I went on board and took possession of her as a prize to the U. S. Government.

Found her to be aground astern; commenced shifting cargo forward. At 7 a. m. she came off. I proceeded to Charleston with her, and was ordered by Commodore T. Turner to report to you at Port Royal, Lieutenant Robeson taking command of the *Stettin*.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,
Acting Master, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Report of Rear-Admiral Du Pont, U. S. Navy, regarding arrangements for sending the prize north.

No. 163.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 31, 1863.

SIR: In a previous dispatch (No. 162) I have informed the Department of the capture of the prize steamer *Aries*.

As it is impossible to furnish the prize with engineers and firemen to take her north without great detriment to the public service, I have made an arrangement with two engineers, William Curkipp and William Maud, and six firemen, John F. King, Edward Crook, Harry Warner, John L. Samuels, William Chadwick, and Joseph Colwood, of the captured vessel, to pay the former \$3 a day and the latter \$2 per day from the 30th day of March, instant, until the arrival of the *Aries* in Boston.

I have also made an arrangement with the cook, Joseph Alphonse, to pay him at the rate \$1 per day from the 30th of March until the arrival of the prize in Boston.

Commodore J. B. Montgomery has been informed of this arrangement, but may I request the Department to authorize him by telegraph to make the above payments?

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Devens, U. S. Navy, to proceed north in command of the prize.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., March 30, 1863.

SIR: You are hereby detached from the U. S. S. *Stettin* and ordered to take command of the prize steamer *Aries*.

You will proceed with the *Aries* to Boston and deliver her, the persons retained as witnesses, the cargo, and the papers (which are all that were found on board) to the U. S. prize commissioners, taking their receipt for the same.

The *Aries* was captured by the *Stettin* under your command, and you will communicate the full particulars thereof to the prize commissioners.

On your arrival at Boston you will report to the commandant of the yard, showing him these orders. You will also, without delay, after reporting to the U. S. prize commissioners, call upon the U. S. district attorney and deliver to him the accompanying communication.

You will, on your arrival, report to the Department by letter.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Acting Master E. F. DEVENS,
In Charge Prize Steamer Aries.

Petition of captured passengers to be sent to Savannah or Charleston under flag of truce.

ON BOARD OF THE *ARIES*,
Port Royal, —, —.

SIR: We, the undersigned, passengers in the ship and Spanish subjects, beg of you, with all attention, to allow us to be sent to Savannah or Charleston under flag of truce, so as to relieve the anxiety of our families and to be able to see them.

As under word of honor we all can say that none of us has at present, neither had before, anything to do with regard to help in any way the South or North in this unfortunate war, and that under this true promise and conviction we take the liberty to beg of you the mentioned particular favor.

If you are kind enough to accept our petition, we will take another liberty, as the allowance to take with us and with our baggage some cigars and other trifles that we carry in our rooms for our exclusive use and our families, which things are not in the manifest of the ship. If it is not in your power the allowance we beg to be sent under flag of truce, then we beg to be transhipped to the next mail boat to North, as here now is very uncomfortable to leave.

Trusting that you will attend our just petitions, and assuring you that will ever find out anything contrary to our statement to regret, we send you anticipated thanks and obligations.

We are, sir, your most obedient servants, etc.,

VICTOR MALGA.
ANTONIO SALCEDO.
EMILIO PUIZ.

The honorable ADMIRAL DU PONT.

Letter from Rear-Admiral Du Pont, U. S. Navy, to the captured passengers of the prize, declining to grant their petition.

FLAGSHIP *WABASH*,
Port Royal Harbor, S. C., March 29, 1863.

GENTLEMEN: Your request to be sent to Savannah or Charleston, I regret to inform you, can not be granted.

You have been engaged in an attempt to violate the law of the blockade, and you can not expect to escape the inconveniences consequent thereto. You will be sent north by the first convenient opportunity.

If you desire to write to your families in either Charleston or Savannah, I will forward the letters, of course unsealed, by the first flag of truce:

Private effects which you have had in your rooms intended for your own use and not for trade you will be permitted to take with you, subject to the discretion of Captain Devens.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Messrs. VICTOR MALGA, ANTONIO SALCEDO, and EMILIO PUIZ, *Aries*.

Letter from Colonel Morgan, U. S. Army, to Rear-Admiral Du Pont, U. S. Navy, regarding the pilot of the prize steamer *Aries*.

HDQRS. NINETIETH NEW YORK VOLUNTEERS,
Key West, Fla., April 20, 1863.

ADMIRAL: Having noticed the capture of the steamer *Aries* by the U. S. gunboat *Stettin*, among the crew of which I observe the name of Simpson Adkins, reputed to be one of the most expert pilots upon the Southern coast, believing it a part of my duties to aid and assist in bringing to justice all offenders against the laws of my country, I beg leave to inform you that this man Adkins is an old offender, he having once before been taken in the same capacity and brought to this port, and by my order confined in Fort Taylor for blockade running; but upon representations being made of his good character and reliability, I released him, upon his giving his parole of honor not to leave the island, allowing him the limits of the same. He broke his parole and escaped from the island during the night, and when next heard from was on the mainland. Thinking the above information might be of importance to you in dealing with his case, I have taken the liberty of forwarding the same to you for your consideration.

I have the honor, admiral, to be, most respectfully, your obedient servant,

JOS. S. MORGAN,
Colonel Ninetieth New York Volunteers.

Acting Rear-Admiral DU PONT,
Comdg. Southern Blockading Squadron, Port Royal, S. C.

Report of Captain Steedman, U. S. Navy, regarding the dispatching of the U. S. S. Wamsutta to Wassaw Sound, Georgia.

U. S. GUNBOAT PAUL JONES,
St. Simon's, Georgia, March 29, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 27th ultimo.

The *Wamsutta*, being the most efficient vessel, will be dispatched forthwith to Wassaw to relieve the *Marblehead*.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Captain and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Order of Captain Steedman, U. S. Navy, to Acting Volunteer Lieutenant Kittredge, U. S. Navy, to proceed to the relief of the U. S. S. Marblehead in Wassaw Sound.

U. S. GUNBOAT PAUL JONES,
St. Simon's Sound, Georgia, March 29, 1863.

SIR: Proceed with the *Wamsutta* under your command to Wassaw to relieve the *Marblehead*.

You will please, when there, take the most suitable position to enable you to pass out should you be threatened by any superior force.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Captain and Senior Officer Present.

Acting Volunteer Lieutenant J. W. KITTREDGE,
Commanding U. S. S. Wamsutta.

Duplicate sent by *Paul Jones, Jr.*, and schooner *Hope*.

Report of Commander Duncan, U. S. Navy, regarding the evacuation of Jacksonville, Fla., by the U. S. Army forces March 29, 1863.

U. S. S. NORWICH,
St. John's River, March 30, 1863.

ADMIRAL: I have the honor to report that on Sunday, the 29th, the troops evacuated the city of Jacksonville. Before leaving they destroyed the greater part of the city, including two of the churches, the Catholic and Episcopal, also warehouses, etc. We arrived here on the evening of the same day, and the transports have been detained here on account of the weather, which has been such as to prevent them from going out; they will leave as soon as the weather will permit.

The *Paul Jones* arrived on the 12th to allow me to go to Fernandina for coal, but as I learned that there was not sufficient there for me I took from the *Paul Jones* 30 tons of coal, of which I let the army transport *John Adams* have 8 tons.

By order of Captain Steedman, the *John Adams* went to Fernandina and got 38 tons of navy coal. On her return she let the *Uncas* have 12 tons, leaving a balance of 34 tons due the navy from the army.

We have on board of this vessel about 25 tons of coal on hand.

I shall keep both vessels at the mouth of the river for the future.

Very respectfully, your obedient servant,

J. M. DUNCAN,
Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

Capture of the schooner Nellie, by the U. S. S. South Carolina, off Charleston, S. C., March 29, 1863.

Report of Rear-Admiral Du Pont, U. S. Navy, transmitting report.

No. 193.]

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 20, 1863.

SIR: I have the honor to report the capture of the schooner *Nellie* by the U. S. S. *South Carolina*, Commander J. J. Almy, on the 29th ultimo, off the coast of South Carolina, about 25 miles northeast of Port Royal.

The vessel was brought here, and, after survey, condemned, her hull appraised, and an inventory taken of her cargo. The report is herewith enclosed (marked No. 1).

Her cargo of cotton has been transshipped to the schooner *Shark*, of which Richard Beaston is master, and consigned to the U. S. prize commissioners at New York. Only one paper was found on board, but the captain and crew admitted that they had run out of Charleston a few nights previous. They were sent to Philadelphia in the U. S. S. *Memphis*.

Enclosed (marked No. 2) is a list of the officers and crew of the U. S. S. *South Carolina* entitled to prize money.

Very respectfully, your obedient servant,

S. F. DU PONT,

Rear-Admiral, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Almy, U. S. Navy, commanding U. S. S. South Carolina

U. S. S. SOUTH CAROLINA,
Off Charleston, March 29, 1863.

SIR: I hereby report that to-day, on my passage from Port Royal to this anchorage, when distant from the former place 25 miles, I discovered a sloop bearing E. by S., distant 5 or 6 miles. Stood for and overhauled her, when I ascertained that her name was *Nellie*, of 35 tons, though there was no name on the stern, and she has a cargo of 74 bales of cotton. The captain's name is John H. Butler, and he states that he left Charleston on the night of the 24th instant, bound along the coast. The crew, all told, comprises six persons. There were no papers or flag found on board.

The vessel and all connected with her are placed subject to your orders.

Very respectfully, your obedient servant,

JOHN J. ALMY,
Commander.

Commodore THOMAS TURNER, U. S. Navy,
Senior Officer off Charleston.

P. S.—March 30: Since writing the foregoing the accompanying paper* was found on board of the sloop, and in conversation with some of the crew they admit that the sloop belonged to and was bound to Nassau. It is believed that her regular papers and flag were thrown overboard.

J. J. A.

Report of a board of survey on the prize.

FLAGSHIP WABASH,
Port Royal Harbor, April 15, 1863.

SIR: In obedience to your order of this date to hold a strict and careful survey on the prize sloop *Nellie* and report to you in triplicate her condition and the feasibility of sending her north at this season of the year, and that if we should be of the opinion that she should not be sent north, to make an accurate appraisement of the value of her

* Not found.

hull, tackle, furniture, etc., and also take a careful inventory of her cargo, we beg leave to report that we do not deem it advisable to send her north at this season of the year. We value her hull, tackle, furniture, etc., at \$100. Her cargo consists of 68 bales cotton, 2 half bales cotton, and a lot of loose cotton—about 3 bales—all in damaged condition by salt water.

Very respectfully, your obedient servants,

T. STITES,
Acting Master.

JOHN BLITZ,
Acting Ensign.

CHARLES BOARDMAN,
Carpenter.

Rear-Admiral DU PONT, U. S. Navy.

Order of Commodore Turner, U. S. Navy, to Commodore Patterson, U. S. Navy, to tow the prize to Port Royal, S. C.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 30, 1863.

SIR: You will be pleased to take in tow the schooner *Nellie*, proceed to Port Royal, and report yourself with immediate dispatch to Admiral Du Pont.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Commander THOMAS [H.] PATTERSON,
Commanding U. S. S. James Adger.

Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, transmitting correspondence conveying thanks of the captain of British ship Ossian.

NAVY DEPARTMENT, *March 30, 1863.*

SIR: The Department has the pleasure of transmitting herewith a copy of a letter from the Secretary of State, dated the 26th instant, covering a copy of a note, with its accompaniment, addressed to him by Lord Lyons, conveying the thanks of the captain of the British ship *Ossian* for the prompt assistance afforded by yourself and others to that vessel on a recent occasion.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary Navy.

Rear-Admiral SAML. F. DU PONT,
Comdg. South Atlantic Blockdg. Squadron, Port Royal, S. C.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, March 26, 1863.

SIR: I have the honor to communicate to you a copy of a note from Lord Lyons, of the 23d instant, and its accompaniment, conveying the thanks of the captain of the British ship *Ossian* for the kindness and succor extended to him by Rear-Admiral Du Pont, Commodore Godon,

Captain Stellwagen, and the officers generally of the blockading squadron on a recent occasion, and also expressing the acknowledgments of his lordship for those good offices.

I am, sir, your very obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Subenclosures.]

WASHINGTON, *March 23, 1863.*

SIR: I have great satisfaction in forwarding to you the enclosed copy of a dispatch from her Majesty's acting consul at Philadelphia. It gives an account of the prompt assistance afforded by Rear-Admiral Du Pont to the British ship *Ossian*, and expresses the gratitude felt by the captain to the rear-admiral and to Commodore Godon, Captain Stellwagen, and the officers generally of the blockading squadron for their kindness and for the succor which they so readily afforded him. I do myself the honor, in compliance with his request, to ask you to convey his thanks to those officers, and I venture to beg you to add the expression of my own grateful sense of the good will manifested by the rear-admiral and the other officers of the United States Navy on the occasion.

I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

LYONS.

The Honorable WM. H. SEWARD.

HER MAJESTY'S CONSULATE,
Philadelphia, March 19, 1863.

MY LORD: The British steamship *Ossian*, Captain A. Howling, chartered by the French Government as a transport from Cherbourg to Vera Cruz, while on her passage from Havana to Cherbourg met with serious accidents to her machinery, and was obliged to put into Charleston Harbor for assistance.

Captain Howling duly reported to the commander of the blockading squadron off Charleston, and on his advice proceeded to Port Royal and reported to Admiral Du Pont, who volunteered to render Captain H. every assistance in his power, and at once put the U. S. gunboat *Mercedita* at the service of the *Ossian*, by which vessel she was towed to this port. The *Mercedita* experienced considerable damage to her boilers in consequence of the heavy strain of the *Ossian* upon her, and was obliged to put into Beaufort for repairs.

I am persuaded by Captain Howling to call the attention of your lordship to the kind treatment and prompt assistance he received from all the officers of the United States blockading squadron with whom he came in contact, mentioning particularly Admiral Du Pont, Commodore Godon, and Captain Stellwagen, of the *Mercedita*, with the hope that your lordship may think fit to express the thanks of Captain Howling and all on board the *Ossian* to those gentlemen, as it does not lie in his power to show his gratitude for their meritorious service in any other way.

I have, etc.,

G. CRUMP.

Letter from Mr. Hopkins to the Secretary of the Navy, suggesting means for undermining Fort Sumter.

WASHINGTON, *March 31, 1863.*

SIR: It is with some misgivings that I solicit your attention to the subject treated of below. Perhaps the ideas may seem crude and hastily got up, but though recently drawn up in their present shape, the plan has been for some months carefully thought over.

A sufficient quantity of powder exploded near a military work faced with masonry will seriously derange the structure, or so shake them that heavy artillery will have less breaching to do, even where the powder so confined has no tamping. If the work is not overthrown, the guns will be dismounted, the parapets overthrown, and the garrison demoralized.

In support of this opinion I would cite the effect on buildings adjacent when the infernal machine was fired to assassinate Napoleon I, and that of the wagon load of powder exploded at Wilmington, Del., and the effect on trees and buildings at some distance when the powder mills blew up.

At some point on the coast of France, Basque Roads, I think, Lord Cochrane exploded a fire ship, which broke up a boom the best engineering skill of France thought impregnable.

As Fort Sumter is founded in the harbor, and I think on piles, it appears to offer a good opportunity for an experiment of the kind indicated.

I would load a vessel of light draft, a pontoon, or Hudson River sloop without her mast, with 300 tons of gunpowder, let the vessel be sunk close to the fort, explode it by firing several points of the magazine at the same instant by electricity, and if it did not throw down the walls or injure the foundation it would probably cause the iron sheathing it is said to be coated with to peel off.

I name 300 tons as an outside estimate. The heaviest mine I have read of was sprung at Bhurtpoor, in India. It contained 60 tons of gunpowder, I think.

I should advise that the vessel should be moved by a screw, turned by men by hand. I think volunteers would readily come forward to take such a vessel in. In a dark night she could probably be got so close in before she could be seen that the guns of the fort could not be sufficiently depressed to hit her, especially if, as it is said, the casemates are filled up and the only guns are mounted en barbette.

The channels leading to the harbor are said to be obstructed and submarine mines laid down. I propose to drag or grope the channel for the connecting wires of these engines. This is the more easy as the bottom is free from stone, being composed of fine, hard sand.

I propose to throw from a cylinder by means of highly compressed air a shell with a rope attached, a similar arrangement to that used in harpoon guns. I propose air as a projectile force to avoid the notice to the enemy from the flash and noise of a mortar. These would answer another purpose, as they would strike or lodge against piles on the sides of the channel and so point it out. A drawing is submitted.

The shell itself is put in the gun, the grapnel closing into slots in the sabot with the end (*b*) downward. When the shot or shell has gained its range by drawing it in, the grapnel will do its work.

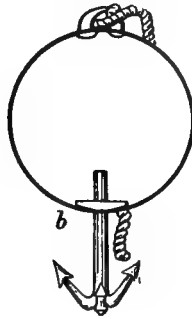
I think that mines or torpedoes may be crushed in or the connections broken by a similar plan; "globes of compression" are used in sapping toward a fortress. Water is nearly incompressible. Mr. Maillefert has shown the successful action of such explosion in blasting under water.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS HOPKINS.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]



Letter from Commodore Turner, U. S. Navy, to Lieutenant-Commander Watmough, U. S. Navy, giving information secured from one of the crew of a prize vessel.

U. S. S. NEW IRONSIDES,
Off Charleston, March 31, 1863.

SIR: The following information has been communicated by one of the crew of a prize vessel, which may or may not be reliable:

The enemy have some small skiffs prepared which are intended to bring out torpedoes, approach and drop them near vessels, and then pull off.

These skiffs pretend to contain contrabands and soldiers having deserted. They advise us to look out sharp, and be careful not to permit these boats to come near our vessels until overhauled.

The following is a list of vessels now in Charleston intending to run the blockade:

Steamers *Raly*, *Douglass*, *Fanny*, *Princess*, *Dredge Boat*; square-rigged brig *Victoria*, 2,000 barrels of turpentine, 50 bales of cotton.

The steamer *Isaac Smith*, or *Stono*, mounts four guns, comes out every night with twelve torpedo boats attached to her, and cruises in[side] and sometimes outside the bar.

Very respectfully, your obedient servant,

T. TURNER,
Commodore.

Lieutenant-Commander P. G. WATMOUGH.

Letter from Chief Engineer Stimers, U. S. Navy, to Rear-Admiral Du Pont, U. S. Navy, regarding work upon the ironclads under his supervision.

STEAMER ERICSSON,
Port Royal, S. C., March 31, 1863.

ADMIRAL: We have now here all the plate iron ordered for covering the vital parts of the monitors' decks with 2 inches extra thickness of iron, and as it is not probable that we can thus strengthen all the vessels without causing delay, which I understand is not contemplated, I beg leave very respectfully to recommend that the two vessels to which the rafts are to be fitted should be the first to receive the additional plates over their machinery, on the ground that it is more important to preserve them than any of the others. If, therefore, these vessels could be designated to me, I could put my mechanics to work upon them at once.

I have been informed that the *Weehawken* is to have one raft, and, if permitted, I would respectfully suggest the *Catskill* as the other, on account of the familiarity of her commander with the harbor of Charleston and his great abilities in managing to the best advantage new and untried engines of war.

I am, very respectfully, your obedient servant,
ALBAN C. STIMERS,
Chief Engineer, U. S. Navy.

Rear-Admiral S. F. DU PONT, U. S. Navy,
Commanding South Atlantic Blockading Squadron,

Report of Commodore Turner, U. S. Navy, transmitting report of the capture of British schooner Antelope, off Bull's Bay, South Carolina, March 31, 1863.

U. S. S. NEW IRONSIDES,
Off Charleston, S. C., March 31, 1863.

ADMIRAL: I have the honor herewith to enclose you a letter from Captain Watmough, of the *Memphis*, having captured the English schooner *Antelope*, which I send down to Port Royal. The crew I shall retain on board of this ship, sending down in her the captain and mate. She is from Liverpool and laden with salt.

Very respectfully, your obedient servant,
T. TURNER,
Commodore.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. S. MEMPHIS,
Off Charleston, March 31, 1863.

SIR: I have the honor to report that a topsail schooner was discovered this morning beating up for the shore, to the southward of Bull's Bay Shoal. Got underway and stood for her as far as practicable, and then dispatched our boats after her, under Acting Ensign Magone, who succeeded in boarding her as she was endeavoring to escape by the regular channel seaward. She had thus passed around the shoal.

The *America* was guarding the channel outside, and brought her to by a shot. She proved to be the *Antelope*, under English colors, with regular clearance from London for Nassau, New Providence. She has a cargo of salt. Enclosed I send her papers. The captain admits his intention of breaking the blockade.

Very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant-Commander.

Commodore T. TURNER,
Senior Officer Present.

Port regulations.

[MARCH —, 1863.]

No boats not on duty will be pulling about the harbor between 9 p. m. and daylight, nor will be allowed to pass until examined by such vessels as discover them.

A watchword will be given out when sent for to all the naval vessels at any time after 12 each day, but will not be given out on board until sunset, unless for particular reasons. Details of boats for picket duty will be given at the same time. They will report alongside of the *Patapsco* at 8 p. m. The crews will be armed with a Sharps rifle, when possible, and a revolver; and if not with a Sharps, with an Enfield rifle. The oars will be muffled and the boats provided with an awning, a grapnel, and a red lantern.

Suspicion of an enemy from a vessel will be shown by burning a Coston's A.

Army boats, if passing, and when hailed, will answer, "Army boats," lay on their oars, and ask if they shall come alongside.

Navy boats, if hailed from the shore within army lines, will at once answer, "Navy boat," and if ordered to come on shore will do so without delay.

Very respectfully,

DANL. AMMEN,
Senior Officer Present.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Corbin, U. S. Navy, senior officer off Port Royal, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 1, 1863.

SIR: Until the arrival of Captain Steedman you will be the senior officer in this harbor.

You will please move the *Wabash* over to the Hilton Head anchorage, taking such a position as will give the best protection to forts, forces, and public property on the island.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander T. G. CORBIN.
U. S. S. Wabash.

Order of Rear-Admiral Du Pont, U. S. Navy, to Commander Beaumont, U. S. Navy, commanding U. S. S. Sebago, to proceed to Calibogue Sound to cover the approaches to Hilton Head Island, S. C.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 1, 1863.

SIR: You will please proceed with the *Sebago* under your command to Calibogue Sound.

The object being to cover the approaches to the west end of Hilton Head Island and prevent any descent upon it from boats with troops, etc., and to give notice by signal to the picket stations on shore, you will use your own discretion as to your position.

I understood Brigadier-General Seymour that he would send you a signal officer, which will put you in relations by signal with Pulaski and Hilton Head.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commander J. C. BEAUMONT,
U. S. S. *Sebago*.

P. S.—Captain C. Steedman, of the *Paul Jones*, will be the senior officer at Port Royal during my absence.

S. F. DU PONT,
Rear-Admiral.

Order of Rear-Admiral Du Pont, U. S. Navy, to certain commanding officers to proceed to duty in North Edisto River.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 1, 1863.

SIR: You will please proceed with the *Passaic* under your command to North Edisto and report to the senior officer present.

A steamer will be provided to tow you there.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain P. DRAYTON,
U. S. Ironclad *Passaic*.

Similar orders sent to Captain John L. Worden, U. S. ironclad *Montauk*; Commander D. Ammen, U. S. ironclad *Patapsco*; Commander A. C. Rhind, U. S. ironclad *Keokuk*.

Instructions from Rear-Admiral Du Pont, U. S. Navy, to Captain Steedman, U. S. Navy, regarding measures of protection for Hilton Head, South Carolina.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., April 1, 1863.

SIR: I have been called upon by the military authorities to give protection to Hilton Head Island and the surrounding waters and possessions in my absence.

The *Wabash* and *Vermont* will move over to the Hilton Head side of the harbor for the above purpose; the *Sebago* will be stationed in Calibogue Sound to prevent access to the island from that direction; the *Madgie*, not yet repaired, will remain in Station Creek for protection to the machine shop.

The *Marblehead* is ordered up, and with the *Hale* will add to the force left in this harbor for passing exigencies.

You will be the senior officer present and will have control and direction of the naval force.

I would recommend your occasionally moving about in the contiguous waters, with your own vessel and the *Marblehead* and *E. B. Hale*, to impress the enemy with an idea that they are watched, and having an eye on the security of Beaufort.

I will endeavor, with the army, to keep up a daily communication with Port Royal, they running one boat and I detailing the *Flambeau* or other vessel.

I have some hopes you may be in to-night, that I may have the pleasure of seeing you and speaking on these matters; but I rely upon your long experience on this station and your zeal to meet all emergencies.

I leave early in the morning. I have given Commander Reynolds permission to go off Charleston. The *Vermont* can not do much, but it would be well for you to see to her a little, as she is left under an acting master.

Respectfully, etc.,

S. F. DU PONT;
Rear-Admiral.

Captain CHAS. STEEDMAN,
U. S. S. Paul Jones, Senior Officer, Port Royal.

Order of the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, to send ironclads to New Orleans immediately after the attack upon Charleston, S. C.

CONFIDENTIAL.] NAVY DEPARTMENT, April 2, 1863.

SIR: The exigencies of the public service are so pressing in the Gulf that the Department directs you to send all the ironclads that are in a fit condition to move, after your present attack upon Charleston, directly to New Orleans, reserving to yourself only two.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding proposed movement of ironclad vessels.

NAVY DEPARTMENT, April 2, 1863.

DEAR ADMIRAL: Matters are at a standstill on the Mississippi River, and the President was with difficulty restrained from sending off

Hunter and all the ironclads directly to New Orleans, the opening of the Mississippi being considered the principal object to be attained. It is, however, arranged, as you will see by to-day's order, that you are to send all the ironclads that survive the attack upon Charleston immediately to New Orleans, reserving for your squadron only two. We must abandon all other operations on the coast where the ironclads are necessary to a future time. We can not clear the Mississippi River without the ironclads, and as all the supplies come down the Red River, that stretch of the river must be in our possession. This plan has been agreed upon after mature consideration and seems to be imperative.

With my sincere prayers in your behalf, my dear admiral, I remain, sincerely, yours,

G. V. FOX.

Rear-Admiral S. F. DU PONT,

Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

[Telegram.]

NAVY DEPARTMENT, *April 2, 1863.*

Captain Ericsson reports one of the deck linings ready. You will charter a steamer and send it to Port Royal without delay. Let the steamer touch off Charleston.

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral F. H. GREGORY, U. S. Navy,

413 Broadway, New York.

Instructions from Rear-Admiral Du Pont, U. S. Navy, to Commodore Turner, U. S. Navy, senior officer off Charleston, S. C., regarding general matters.

FLAGSHIP JAMES ADGER,
North Edisto, April 2, 1863.

SIR: In compliance with your request to have an experienced officer added to your complement, I have detached Lieutenant-Commander Barnes from the *Dawn* and ordered him to report to you for duty.

You will please send the *South Carolina* down to her station at this place, where she will be much needed.

Commander Rhind is charged with buoying the channel, and goes with the *Keokuk* and *Bibb* for this purpose. You will please give him such assistance as you can, and detail a vessel to be anchored, which he will require for a stern range.

We are deficient in vessels to tow up the ironclads from here, and you will send down the *Augusta* and *Memphis* for this purpose.

I shall move up as soon as the weather will permit.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Commodore T. TURNER,

U. S. S. New Ironsides, off Charleston.

Order of Rear-Admiral Du Pont, U. S. Navy, to Lieutenant-Commander Upshur, U. S. Navy, commanding U. S. S. Flambeau, to communicate with Commodore Turner, U. S. Navy, off Charleston, S. C.

FLAGSHIP JAMES ADGER,
North Edisto, April 2, 1863.

SIR: You will proceed with the *Flambeau* under your command to-morrow morning off Charleston and report to Commodore Turner, taking with you Lieutenant-Commander Barnes, who has been ordered to the U. S. S. *New Ironsides* for duty.

After receiving from Commodore Turner such dispatches as he may desire to send, you will return at once to this anchorage, endeavoring to reach here before night.

Respectfully,

S. F. DU PONT,
Rear-Admiral.

Lieutenant-Commander J. H. UPSHUR,
U. S. S. *Flambeau*, North Edisto.

Order of Captain Steedman, U. S. Navy, to Lieutenant-Commander Scott, U. S. Navy, commanding U. S. S. Marblehead, to occupy the position of lookout in the Savannah River.

U. S. GUNBOAT PAUL JONES,
Port Royal Harbor, S. C., April 2, 1863.

SIR: You will proceed with the U. S. gunboat *Marblehead* under your command and take a position in the Savannah River for the purpose of keeping a vigilant lookout as to the movements of the enemy in that vicinity.

You will use your discretion in remaining at anchor in the river above Fort Pulaski during the night. Should any movements occur which may satisfy you that a hostile demonstration by iron or cotton clad vessels is about to be made, you will immediately advise the commanding officer of the fort of the fact, and at the earliest possible opportunity apprise me of such movement by the usual mode of communication between that place and this.

In carrying out the foregoing instructions I trust to your intelligence and zeal.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Captain and Senior Officer Present.

Lieutenant-Commander SCOTT,
Commanding U. S. Gunboat *Marblehead*.

Report of Commander Balch, U. S. Navy, regarding the buoying of Stono Bar and transmitting sailing directions for East Channel.

U. S. STEAM SLOOP PAWNEE,
Stono Inlet, South Carolina, April 6, 1863.

SIR: I have the honor to report that the Stono Bar has been buoyed, in obedience to your orders, by Lieutenant-Commander Bacon, and I

herewith enclose sailing directions for the East Channel, as furnished by Lieutenant-Commander Bacon. General Hunter applied yesterday to me for these sailing directions, and I shall furnish them to him or to General Seymour, chief of staff.

The services of Captain Garfield have been much in demand in piloting army transports, etc.; he has been very useful. I enclose a diagram of the bar and buoys for your information.

Very respectfully, your obedient servant,

GEO. B. BALCH,

Commander and Senior Officer Present.

Rear-Admiral S. F. DU PONT,

Commanding South Atlantic Blockading Squadron.

[Enclosure.]

U. S. STEAM SLOOP PAWNEE,

Stono Inlet, South Carolina, April 6, 1863.

Sailing directions for Stono Inlet, South Carolina, by the East Channel: Vessels bound into Stono Inlet should run up and make the two buoys at entrance to East Channel.

The outer buoy is black and is placed on the end of South Breaker, 5 feet low water; pass that buoy on port hand; the other red buoy is placed on end of North Breaker in 6 feet low water; should be passed on starboard hand; when past the buoy head for inner channel buoy and from thence the course is from N. N. W. to N. W. $\frac{1}{4}$ W. into the inlet, keeping mid channel between the sand key and North Breaker.

Very respectfully, your obedient servant,

GEO. BACON,

Lieutenant-Commander, U. S. Navy.

GEO. B. BALCH,

Commander and Senior Officer Present, Stono Inlet, S. C.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the U. S. bark Restless.

NAVY DEPARTMENT, April 7, 1863.

SIR: Have the *Restless* repaired and armed and dispatch her to Port Royal as early as practicable.

I am, respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,

Commandant Navy Yard, New York.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Order of the Secretary of the Navy to Flag-Officer Tattnall, C. S. Navy, to resume command of the naval defenses of Georgia.

CONFEDERATE STATES OF AMERICA,

Navy Department, Richmond, May 19, 1862.

SIR: You are hereby detached from the command of the naval defenses of the waters of Virginia and will proceed to Savannah, Ga., and resume command of the naval defenses of the State of Georgia.

Your former command has been divided, Captain Ingraham having been assigned to the command of the waters of South Carolina.

I am, respectfully, your obedient servant,

S. R. MALLORY,

Secretary of the Navy.

Flag-Officer JOSIAH TATTNALL,

Comdg. Naval Defenses of Virginia, etc., Richmond, Va.

Order of Captain Ingraham, C. S. Navy, to Lieutenant Dozier, C. S. Navy.

CHARLESTON, June 11, 1862.

SIR: You will take the command of C. S. S. *Huntress*, now lying at this place.

Respectfully, your obedient servant,

D. N. INGRAHAM,

Captain, C. S. Navy.

Lieutenant W. G. DOZIER,

Charleston, S. C.

Order of Captain Ingraham, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding transfers of officers and men.

[CHARLESTON, S. C.,]

Office Naval Station, September 3, 1862.

SIR: You will please transfer to the *Indian Chief* all the men on board the *Huntress* except the crew allowed by the Department. You will also retain the firemen and coal heavers.

You will also transfer to the *Indian Chief* Acting Master W. H. Odenheimer, Midshipman Hamilton J. Thomas; also Paymaster's Clerk E. H. West.

I am, respectfully, your obedient servant,

D. N. INGRAHAM,

Captain, Commanding.

Lieutenant Commanding W. G. DOZIER, C. S. Navy.

Order of Flag-Officer Tattnall, C. S. Navy, to Lieutenant Pelot, C. S. Navy, to assume command of the C. S. S. Savannah.

SAVANNAH, September 16, 1862.

SIR: By authority of the Secretary of the Navy, you are hereby appointed to the command of the C. S. S. *Savannah*.

Respectfully, your obedient servant,

JOSIAH TATTNALL,

Flag-Officer, Commanding.

Lieutenant Commanding T. P. PELOT,

C. S. S. Savannah.

Order of the Secretary of the Navy to Lieutenant Averett, C. S. Navy, to proceed to duty on board the C. S. S. Atlanta.

C. S. NAVY DEPARTMENT,
Richmond, September 27, 1862.

SIR: Proceed to Savannah, Ga., and report to Flag-Officer J. Tattnall, commanding, etc., for duty on board C. S. S. *Atlanta*, late *Fingal*.

I am, respectfully, your obedient servant,

F. FORREST,
For Secretary of the Navy.

Lieutenant S. W. AVERETT, C. S. Navy,
Richmond, Va.

[Endorsement.]

Reported 11th October, 1862.

JOSIAH TATTNALL,
Flag-Officer, Commanding.

Minutes of a conference between General Beauregard, C. S. Army, commanding army forces, and Captain Ingraham, C. S. Navy, commanding naval forces, at Charleston, S. C.

CHARLESTON, *September 29, 1862.*

In the office of the general commanding the department, Charleston, September 29, 1862, at a conference to which General Beauregard had invited the following officers: Commodore D. N. Ingraham and Captain J. R. Tucker, C. S. Navy; Brigadier-Generals S. R. Gist and Thomas Jordan, Colonels G. W. Lay, inspector-general, and A. J. Gonzales, chief of artillery, and Captain F. D. Lee, engineers, Captain W. H. Echols, chief engineer, being absent from the city.

The general commanding proposed for discussion a number of queries prepared by himself in relation to the problem of the defense of the harbor, forts, and city of Charleston against the impending naval attack by a formidable ironclad fleet.

It was agreed to separate the consideration of these questions so as to discuss—

1st. The entrance, i. e., all outside of a line drawn from Fort Moultrie to Fort Sumter, thence to Cumming's Point, including also outside of this line Battery Beauregard, at the entrance of Maffitt's Channel.

2d. The gorge, i. e., the section included between that line and the line of a floating boom from Fort Sumter to the west end of Sullivan's Island.

3d. The harbor, comprising all of the bay within the second line.

4th. The city, its flanks and rear.

In the discussion no guns were classed as heavy if not above the caliber of 32, except rifled 32-pounders.

The following conclusions were arrived at:

1st. The existing defenses of the entrance are Beauregard Battery, with two heavy guns; Fort Moultrie, with nine; the sand batteries on the west end of Sullivan's Island, with but four yet mounted, and Fort Sumter, with thirty-eight. Of the gorge, say nine guns in Fort Moultrie, thirty-two in Fort Sumter (not including seven X-inch mortars), and as yet but four in the sand batteries. Of the harbor, say

fourteen guns of Fort Sumter and the four guns in the new sand batteries. Fort Johnson has one rifle 32-pounder, but it is not banded, and is unsafe.

For the city defense, some batteries have been arranged and commenced, but heavy guns are neither mounted nor disposable.

2d. The floating boom is incomplete.

3d. It is no barrier now.

4th. The boom, even if complete on the present plan, might be forced, although it would serve as a check, but it can not be depended upon if attacked by the enemy on a scale commensurate with his means. It has already been broken in parts by the force of tides and currents. On account of its having to bear this strain of the depth of water (up to 70 feet), and the difficulties of the anchorage ground, of the limited means at disposal in anchors and chains, the indifferent quality of the iron, and the deficient buoyancy of the whole (the pine being green and sappy and getting heavier with time), a modification of the construction is required.

5th. We have no means or material at hand for the construction of a better boom. It is thought, however, that the one now under construction will be materially improved by discarding the continuous chain of bar and railroad iron and links and by linking together the logs, as they are now arranged, by short chains, so as to make a continuous chain of each section of the spars. There will be a saving of iron and greater buoyancy attained by this.

6th. A rope barrier has been devised and constructed to place in advance of the spar boom, but has not been placed in position, as the rope will rot in the water, and some anchors are still wanting. They are being searched for.

7th. Ironclads in forcing the harbor must pass the gorge, or throat, everywhere within point-blank range of our batteries, and must, consequently, be in great danger of damage from the concentration of the metal that can be brought to bear upon them, especially from the elevation of Fort Sumter.

(NOTE.—Distance between Sumter and Moultrie, 1,775 yards; air line of obstructions, 1,550 yards.)

8th. The plan of naval attack apparently best for the enemy would be to dash with as many ironclads as he can command, say fifteen or twenty, past the batteries and forts, without halting to engage or reduce them. Commodore Ingraham thinks they will make an attack in that way by daylight.

9th. Ironclad vessels can not approach or pass so close to the walls of Fort Sumter as not to be within the reach of the barbette guns. Those guns may be depressed to strike the water at a distance of 154 yards of the walls. Vessels of the probable draft of gunboats can not be brought closer than 200 yards.

10th. After forcing the passage of the forts and barriers and reaching the inner harbor, gunboats may lie within 600 yards of city face of Fort Sumter exposed to fire of about fifteen guns. The magazines would be unsafe as now situated, or until counterfort shall have been extended sufficiently along city face.

11th. If ironclads pass the forts and batteries at the gorge, or throat, of harbor, then the guns at Forts Ripley and Johnson and Castle Pinckney would be of no avail to check them. In consequence of the exposed condition of the foundations of Fort Ripley and the general

weakness of Castle Pinckney, it would not be advisable to diminish the armament of the exterior works to arm them, and this necessarily decides that Fort Johnson can not be armed at the expense of the works covering throat of harbor. Fort Johnson must be held, however, to prevent the possibility of being carried by the enemy by land attack and the establishment there of breaching batteries against Fort Sumter. The batteries at White Point Garden, Half Moon, and Lawton's and McLeod's batteries for the same reasons can not be prudently armed at present with heavy guns.

12th. The line of pilings near Fort Ripley is of no service and is rapidly falling to pieces.

13th. The city could not be saved from bombardment by any number of batteries along the city fronts if the enemy reach the interior harbor with ironclads. It can then only be defended by infantry against landing of troops.

14th. We have no resources at present for the construction of efficient obstructions at the mouths of or in the Ashley and Cooper rivers, and we have no guns disposable for the armament of interior harbor defenses.

15th. Should gunboats effect a lodgment in the harbor and in the Stono, the troops and armament on James Island may be withdrawn, especially after the construction of a bridge and road across James Island Creek, about midway the island, near Holmes's house. From the western, part can be withdrawn under cover of Fort Pemberton. McLeod's battery is intended to protect the mouth of Wappoo Creek and Lawton's battery the mouth of James Island Creek, when armed.

16th. With the harbor in the hands of the enemy, the city could still be held by an infantry force by the erection of strong barricades and with an arrangement of traverses in the streets. The line of works on the Neck could also be held against a naval and land attack by the construction of frequent and long traverses. The approaches thereto are covered by woods in front. Possibly a more advanced position might have been better, though also protected by the woods, but so much has been done that it were best to retain the line, remedying the defects by long and numerous traverses.

Two ironclad gunboats, carrying four guns each, will be ready for service in two weeks as an important auxiliary to the works defending all parts of the harbor, and in that connection it will be important to secure for them a harbor of refuge and a general depot up the Cooper River as soon as the guns for its protection can be secured.

G. T. BEAUREGARD,
General, Commanding.

D. N. INGRAHAM,
Commodore, Comdg. C. S. Naval Forces, Charleston Harbor.

[Telegram.]

RICHMOND, VA., *October 3, 1862.*

General Finegan telegraphs from Lake City, Fla., that 3,000 Federals are landing at Mayport Mills, at the mouth of the St. John's River. He has repulsed three naval attacks on the batteries at St. John's Bluff, 18 or 20 miles from Mayport, but is not strong enough to resist the threatened land attack. He says that two regiments of infantry from the coast of Georgia sent to him for a few days will save

the St. John's River and perhaps east Florida. Send the assistance desired as speedily as possible.

Answer by telegraph.

G. W. RANDOLPH,
Secretary of War.

General BEAUREGARD,
Charleston, S. C.

Letter from General Beauregard, C. S. Army, to the governor of South Carolina regarding the defenses of Charleston, S. C.

HDQRS. DEPT. OF SOUTH CAROLINA AND GEORGIA,
Charleston, October 8, 1862.

DEAR SIR: I have delayed acknowledging your letter of the 29th ultimo and its accompanying papers, in order to enclose you a copy of the report of a board of army and naval officers relative to the present condition of the defenses of this harbor, which I sincerely wish were in a more forward state of completion. I have applied for fifty-one additional pieces of ordnance of the heaviest calibers to arm the inner line of forts and batteries. I consider them indispensable, for my reliance in the boom and other obstructions now being laid across the channel between Fort Sumter and the new batteries on Sullivan's Island is but very limited, except for their moral effect. The two gunboats now under construction are nearly ready, and I believe will be of material assistance to the forts at the entrance of and within the harbor. Captain F. D. Lee submitted to me yesterday a plan for a "torpedo ram," which I believe would be worth several gunboats. I can only express my regret that it was not adopted at once by the naval department at Richmond when submitted to it several months ago, as he informs me. I will endeavor to have one constructed (with the authority of the War Department) as soon as materials, labor, etc., can be collected for that object. I fear not to put on record now that half a dozen of these "torpedo rams," of small comparative cost, would keep this harbor clear of four times the number of the enemy's ironclad gunboats.

With regard to the condition of the garrison at Fort Sumter, referred to by you, after the thorough investigation of the matter lately made by a military board, I can find no cause for fearing the disloyalty or evil designs of the men composing it. They appear to be well disciplined and zealous, but I agree with you in the necessity of having an able and old artillerist in command of the forts at the entrance of this harbor, hence I have made already two applications for the services of Brigadier-General Ripley, which have been promised me.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

His Excellency F. W. PICKENS,
Governor of South Carolina, Columbia, S. C.

P. S.—I have already given instructions for the construction of a battery of five or six pieces (32-pounders and rifled guns) at Mayrant's for the defense of Winyah Bay. My very limited forces will, however, permit me to detach for its garrison only a very small number of men, probably not over 350 of all arms.

G. T. B.

Order of Flag-Officer Tattnall, C. S. Navy, to Lieutenant Pelot, C. S. Navy, commanding C. S. ironclad Savannah.

COMMANDANT'S OFFICE,
Savannah, October 9, 1862.

SIR: Proceed with the steamer *Savannah* under your command to the anchorage between Forts Jackson and Cheves, and be ready at all times to man the naval battery (Fort Cheves) with the crew of the *Savannah*.

Respectfully, your obedient servant,

JOSIAH TATTNALL,
Flag-Officer, Commanding.

Lieutenant T. P. PELOT,
Commanding C. S. S. *Savannah*, Savannah, Ga.

Letter from General Beauregard, C. S. Army, to the Adjutant and Inspector General, C. S. Army, recommending the construction of torpedo rams for the defense of Charleston, S. C.

HDQRS. DEPT. SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., October 13, 1862.

GENERAL: The bearer, Captain F. D. Lee, Provisional Engineers, has submitted to me a plan of a torpedo ram, for the defense of this harbor, which meets my hearty approbation, offering altogether the most practicable means for a successful encounter with the formidable ironclad gunboats of the enemy I have yet seen. This plan having been brought to the notice of the authorities of the State of South Carolina, they, with characteristic promptness, have placed at my disposition the sum of \$50,000 for the immediate construction of such a ram as Captain Lee proposes. Practical builders express the belief that they can build it for the sum appropriated, but as I am aware of the difficulty of estimating with the least accuracy the cost of such work at this juncture, I have concluded to send Captain Lee to submit the details of his plan to the War Department, or, if necessary, to the Navy Department, with the hope that the cooperation of the Confederate Government may be secured, if necessary, in the construction of the one about to be begun by the State, and also that the plan will meet with such favor as to lead to the construction of similar rams for other scenes of operation.

I can not doubt that rams, properly built, according to the plan of Captain Lee, would be far more effective than gunboats of the present construction three times as large and costly, with the other important advantage of being built in one-third of the time required for rams of the present models. Time, indeed, is now of vital importance in preparing for the safety of this city and port, and should the plans which Captain Lee will submit be approved by the Department, and authority be given to use the material already collected here, I feel assured I can have the work done, and with such vigor as to have a ram ready for service in time to render signal aid in holding this port for the Confederate States.

Were some of these rams built at the same time in the Yazoo River, they could dash into and clear the Mississippi River, and aid materially in the recapture of New Orleans, and, if effective here, others would be equally efficient at Port Royal and Savannah and in James River.

Let me bespeak for Captain Lee the consideration due to his zeal, intelligence, and capacity as a practical engineer.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

General S. COOPER,
Adjutant and Inspector-General C. S. Army, Richmond, Va.

Letter from General Beauregard, C. S. Army, to the mayor of Charleston, S. C., regarding rumor of an imminent attack upon that city.

HDQRS. DEPT. SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., October 17, 1862.

DEAR SIR: I have just received the following telegram from the honorable Secretary of War, which I think advisable to communicate to you:

A gentleman who brings good credentials has just arrived from Baltimore; he reports that a Cabinet meeting was held in Washington on the 7th instant, at which it was ordered that Commodore Du Pont should attack Charleston within the ensuing two weeks. I give you the statement for what it is worth.

This may be a mere rumor, but it may be prudent to prepare for the event in case the news should prove to be true.

Very respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Hon. CHARLES MACBETH,
Mayor of Charleston, S. C.

[Copies sent to Brigadier-General R. S. Ripley, commanding first district, and Commodore D. N. Ingraham, commanding naval station, Charleston.]

[Telegram.]

CHARLESTON, S. C., *October 17, 1862.*

We will endeavor to give Commodore Du Pont as warm a reception as circumstances will permit. Can not Captain Harris, of Engineers, be hurried on here? Much has still to be done.

G. T. BEAUREGARD.

Hon. GEORGE W. RANDOLPH,
Secretary of War, Richmond, Va.

Order of Captain Ingraham, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding a change of command.

COMMANDANT'S OFFICE,
Charleston, S. C., October 22, 1862.

SIR: You are relieved from the command of the Confederate steamer *Huntress* and will relieve Lieutenant Ingraham in charge of the receiving ship *Indian Chief*.

Respectfully, your obedient servant,

D. N. INGRAHAM,
Captain, Commanding Station.

Lieutenant Commanding W. G. DOZIER,
Charleston, S. C.

Letter from General Beauregard, C. S. Army, to the Secretary of the Navy, acknowledging the prompt support given in the matter of construction of torpedo rams.

HDQRS. DEPT. SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., October 31, 1862.

SIR: On my return yesterday from Savannah I found here your letter* of the 20th instant. I thank you for the prompt and favorable support you have given me in the desire to construct one of Captain F. D. Lee's marine torpedo rams, which I think is destined ere long to change the system of naval warfare, for it is evident that if ships are constructed invulnerable above water they must be attacked under it, where most vulnerable. I confidently believe that with three of these light-draft torpedo rams and as many ironclad gunboat rams this harbor could be held against any naval force of the enemy, who could never bring here seaworthy ironclad gunboats or steamers of light draft that could withstand the destructive effects of our harbor rams. The same means can also be used (with one less of each class) for Savannah and Mobile.

I wish it understood, however, that I never desired to remove the construction of that torpedo ram from the competent naval officer in command of this station. All that I desired was to see it afloat and ready for action as soon as possible.

Very respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

HON. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from General Beauregard, C. S. Army, to Captain Ingraham, C. S. Navy, suggesting the use of dummies for retarding the enemy's movements.

HDQRS. DEPT. OF SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., November 3, 1862.

CAPTAIN: You will greatly oblige by furnishing, on the requisition of Dr. Cheves, 300 pieces of gunboat plating, from 2 to 3 feet long, for use in connection with the boom. Let me also suggest that the three ships in this harbor might be arranged with portholes and "quaker" guns, or dummies, and anchored near the line of boom, apparently for its defense. These dummies were found quite effective in retarding the enemy's movements at Centreville and the Potomac border.

Respectfully, your obedient servant,

G. T. BEAUREGARD.

Captain D. N. INGRAHAM, C. S. Navy,
Commanding Naval Forces, Charleston, S. C.

* Not found.

Order of Flag-Officer Tattnall, C. S. Navy, to Lieutenant Pelot, C. S. Navy, for the recovery of anchors and chains used for fire rafts.

COMMANDANT'S OFFICE,
Savannah, November 3, 1862.

SIR: You will sweep the place in the river where the fire rafts were placed with your small boats until you recover the anchors and chains which were used to moor those rafts.

Respectfully, your obedient servant,

J. TATTNALL,
Flag-Officer, Commanding.

Lieutenant Commanding T. P. PELOT,
C. S. S. Savannah, off Fort Jackson.

General order of General Beauregard, C. S. Army, changing the designation of certain batteries.

GENERAL ORDERS, } HDQRS. DEPARTMENT OF S. C. AND GA.,
No. 88. } *Charleston, S. C., November 4, 1862.*

I. No personal application whatever will be considered at these headquarters; and pending the consideration and action at these headquarters on any application for leave of absence the applicant will not be permitted to leave his company, regiment, or post in order to make a personal application at these headquarters in support of his written one, nor will he be allowed to do so indirectly through another party, except in cases of surgeon's certificates, upon which the safety of the applicant may depend.

II. All applications or communications must be in writing and regularly transmitted to these headquarters through the ascending channel of communication or they will not be considered.

III. Certain batteries in the First Military District will be designated and known as follows:

Enfilade battery, Sullivan's Island, as Battery Bee.
Beach [Breach] Inlet battery, Sullivan's Island, as Battery Marshall.
Morris Island battery as Battery Wagner.
McLeod's battery, James Island, as Battery Means.
Lawton battery, James Island, as Battery Glover.
By command of General Beauregard:

THOMAS JORDAN,
Chief of Staff and Assistant Adjutant-General.

Letter from the Secretary of War to General Beauregard, C. S. Army, regarding the recommendation of the latter for the construction of ironclads at Charleston, S. C.

WAR DEPARTMENT, C. S. A.,
Richmond, Va., November 10, 1862.

GENERAL: The letter of Colonel Gonzales, with your endorsement, recommending the immediate construction of two light-draft ironclad gunboats at Charleston, was submitted to the Chief of the Engineer Bureau, who reported that such vessels would be of great value in defense of that city if constructed in time, but that they could not be

paid for from the engineer appropriation, and recommended a reference to the Secretary of the Navy. This was done, and Mr. Mallory replies that "The Navy Department is now constructing all the boats at Charleston that it can find mechanics and materials for. If there are parties in Charleston able and willing to build ironclad war vessels, this Department will employ them at once."

Your obedient servant,

G. W. RANDOLPH,
Secretary of War.

General G. T. BEAUREGARD,
Commanding, etc.

Letter from agent of the Navy Department to the Secretary of the Navy, regarding the transportation of coal and iron.

ATLANTA, November 24, 1862.

SIR: I have gotten a little method at last into the coal transportation. Have sent to Charleston, S. C., 400 tons; to Savannah, 232 tons; J. H. Warner, Columbus, Ga., 56 tons; in all, for the first month's operations, gross amount of 688 tons, notwithstanding an interruption by the movement of General Bragg's troops of fully two weeks. My cars have been delayed entirely too much at Charleston and Savannah. I shall find out the reason, if any there be for it, and may ask you to instruct the commanding officers to remedy it, should I find any neglect in the unloading of the coal after its arrival at its destination. So much for the coal, and now for the paramount interest—the iron. I fear, should the War Department adhere to their request as to the Brunswick iron, that the views of the Navy Department may be seriously interfered with. I received a dispatch when last at Savannah from General Beauregard, requesting only that in my action I should not require the road for military purposes more than I possibly might be compelled to do to consult with General Mercer. I only asked for the immediate removal of the 461 tons of iron already taken from the Brunswick end of the road, and now lying 25 miles up the road* at Waynesville, at which point the present running of road terminates. I expect to be able to satisfy General Beauregard that the taking up of some 1,600 tons more of iron from the unused portion of the road will not interfere with the military use of the road, in his acceptance of that term, when I can get a personal interview. Again, in reference to the Roberts iron, I have yet only got some 500 tons away, although I have been some three times to Savannah to give my personal attention to its removal. Both General Mercer and Roberts, as president of the road, promised everything required, but they failed to perform. Captain James T. Stewart, General Mercer's quartermaster, writes me that he can not get the iron up, Mr. Roberts using the means of transportation in hauling cotton and other private freight instead of the iron in question. I am now going down again to-morrow, and shall endeavor, if I find it necessary, to make up a train, for which I have provided the cars, to remove it at once. I feel the importance of immediate and energetic action in the premises, for fear the enemy may possibly cut some bridge upon the Savannah, Albany and Gulf road and thereby seriously interrupt the completion of the vessels now in progress and

* Brunswick and Albany (Brunswick and Western) Railroad.

near completion. The railroads are all so occupied with army movements and supplies that it appears almost impossible to achieve anything in the way of getting iron to the rolling mill. The avenue from Savannah is the furthest from these objections of all, and hence all or any pertinacity upon my part becomes entirely proper. It may become necessary for assistance in the shape of orders from Richmond to enforce the attention of our army friends to the importance of an adequate and immediate supply of iron for the naval service, and, if so, I will ask for it by telegraph from your hands. My address will be Pulaski House, Savannah, for the next few days.

I am, sir, respectfully, your obedient servant,

J. G. MINER,

Agent of Navy Department.

Hon. S. R. MALLORY,
Secretary of Navy, Richmond.

Letter from agent of the Navy Department to the Secretary of the Navy, urging Government control of railroad to insure prompt transportation.

SAVANNAH, November 27, 1862.

Roberts controls the road. Iron and other Government freight delayed for private speculation. General Mercer has ordered repeatedly to no purpose. The only remedy is in General Mercer being authorized by Secretary of War to take control of road. He concurs in this, and asked for orders from Beauregard, who, through Secretary, should issue the order. The Navy Department must have iron at once, or discontinue its efforts. Obtain the order for General Mercer to take control of the Savannah, Albany and Gulf Railroad, and all will be well.

J. G. MINER,

Agent Navy Department.

S. R. MALLORY.

[Endorsement.]

Respectfully referred to Secretary of War, with request that the general in command may be directed to expedite the transportation.

S. R. M[ALLORY,]

Secretary of Navy.

Order of the Secretary of the Navy to Lieutenant Dozier, U. S. Navy, regarding the prompt construction of gunboat under his direction.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 16, 1862.

SIR: The Department relies upon you to complete the gunboat, for the construction of which you are ordered, in the shortest possible time. Mr. Murray, a constructor of experience and energy, is on his way here and will join you in a few days, and you can place him in immediate charge of the work.

General Harllee's patriotic offer to aid in procuring timber, engaging workmen, etc., is highly appreciated, and you will avail yourself as far as possible of his assistance.

A paymaster with funds will join you in a few days.

I suggest that you confer freely with General Harllee, and push the work on night and day.

The fastening has been ordered to you.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

First Lieutenant Wm. G. DOZIER, C. S. Navy,
Care of General W. W. Harllee, Mars Bluff, S. C.

*Order of the Secretary of the Navy to Lieutenant Dozier, C. S. Navy,
to proceed with dispatch in the work of construction.*

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, December 24, 1862.

SIR: Your letter of the 16th instant, with General Harllee's, [has] been received.

His views are all approved, and your instructions are ample.

A paymaster and constructor are on the way to Mars Bluff to report to you. Go ahead with all dispatch.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant W. G. DOZIER, C. S. Navy,
Johnsonville, S. C.

Letter from Brigadier-General Ripley, C. S. Army, to General Beauregard, C. S. Army, regarding the captured U. S. steamer Isaac Smith.

CHARLESTON, January 30, 1863.

GENERAL: Your note received. Have received a dispatch from Colonel Yates telling me that there were two more boats in Stono, and saying that he was out of ammunition; would blow up the *Smith* and retire. I telegraphed in return not to destroy her until the last; I would send ammunition and boat at once. I have accordingly started the *Sumter*, light-draft boat, which can get through Wappoo at any tide, with forty VIII-inch shell and cartridges and a guard. I hope she will be alongside the *Isaac Smith* in three hours, and take the flood tide with her up to Fort Pemberton. She could not tow the *Smith* on the ebb, or I would have had her through at once. I hope it will be all right.

Very respectfully,

R. S. RIPLEY,
Brigadier-General.

General G. T. BEAUREGARD,
Commanding.

Letter from General Beauregard, C. S. Army, to Brigadier-General Ripley, C. S. Army, referring to unsuccessful attacks upon the battery at Genesis Point, Ga.

HDQRS. DEPT. SOUTH CAROLINA AND GEORGIA,
Charleston, S. C., February 2, 1863.

GENERAL: The movements of the enemy seem to indicate Savannah as their future objective point. The battery at Genesis Point, on the Great Ogeechee, has twice been unsuccessfully attacked with an iron-clad (a monitor), four gunboats, and one mortar boat, to which the battery could oppose only two effective guns—an VIII-inch columbiad and a 32-pounder, rifled. The result must be very encouraging to us for the defenses of this harbor. I desire sending to Genesis Point (if it can possibly be spared from this district) one 42-pounder, rifled, with some ammunition, etc., complete. You will then, if it can be done, send one to the railroad depot for Savannah as soon as practicable.

Respectfully, your obedient servant,

G. T. BEAUREGARD,
General, Commanding.

Brigadier-General R. S. RIPLEY,
Commanding First District, Charleston, S. C.

[Telegram.]

CHARLESTON, S. C., February 3, 1863.

British war steamer *Cadmus* arrived yesterday off this port. Consul Bunch is ordered to embark with his family as soon as possible. United States *New Ironsides* is among blockaders. It is believed on good authority this place is to be attacked soon, instead of Savannah, as already reported probable to War Department. My troops sent to Wilmington, with more besides, are indispensable for safety of Charleston or Savannah. Some more heavy guns would add greatly to their defense. No time should be lost. Now or never. Time of eight reserve State regiments expire in a few days. Can they not be kept in service thirty days longer? Have already reported difficulty to finish torpedo ram for want of materials. Government is building three gunboats and State one, which can not be finished for same reason. Why not concentrate, as already suggested once, all labor and materials on one at time?

G. T. BEAUREGARD,
General, Commanding

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Letter from Master Littlepage, C. S. Navy, to Lieutenant Jones, C. S. Navy, regarding movements of the C. S. S. Atlanta.

C. S. S. ATLANTA, February 16, 1863.

MY DEAR MR. JONES: Your kind letter reached me in due time, but having found me confined to my bed I have had, very contrary to my wishes, to defer answering it until now. I could have answered it,

though, a few days sooner, but as nothing positive was known regarding the movements of the *Atlanta* I thought I would wait a day or two and let you know what to expect from our ship.

We are still at anchor in the [Savannah] river between Fort Jackson and the first obstructions, only a few hundred yards from the *Georgia*. I understand it is the intention of the commodore that the *Atlanta* shall be moored as near the stern of the *Georgia* as she can get, so that by springing her either of her broadsides may be made to bear on the obstructions in the event of the anticipated attack. I think I can safely affirm that the *Atlanta* will never go outside of the obstructions again or, at least for some time. For the past ten days we have been at anchor just below Causton's Bluff, which is about 8 miles below where she now lies.

I am sorry to inform you that Captain McBlair died this afternoon at about 1:30. It has been rather more than a week since he left the ship, looking as well as I have ever seen him. * * *

I saw by the papers several days ago that you had been detached from the *Chattahoochee* and ordered to Texas. There is some talk of your having command of the new ironclad which was launched here about a week ago. She is said by those who profess to know to be the best ironclad in the Confederacy. Her quarters, I understand, are first-rate. I wish I could say the same of the *Atlanta's*, for I think she has the most miserable I ever saw. There is no ventilation below at all, and I think it will be impossible for us to live on her in the summer. I would defy anyone in the world to tell when it is day or when night if he is confined below without any way of marking time. When we go to sleep there is nothing between us and the water outside except a thin shell of iron about five-eighths of an inch in thickness. I would venture to say that if a person were blindfolded and carried below and then turned loose he would imagine himself in a swamp, for the water is trickling in all the time and everything is so damp.

I was surprised when I read your letter to find that I had neglected to give you the number and caliber of our guns. We have only four guns, two 7-inch and two 6.4-inch rifles, exactly like those we had on the *Virginia*. I believe there are on board one hundred wrought and cast iron bolts for each gun. The broadside guns are mounted on Marsilly carriages, and those for the pivot guns are very similar to those we had on the *Virginia*. * * *

Hoping this may find you well, I remain, your sincere friend,
H. B. LITTLEPAGE.

[Lieutenant CATESBY AP R. JONES.]

Letter from the Secretary of the Navy to Lieutenant Webb, C. S. Navy, making suggestions in case of an attack upon the enemy's fleet by boarding.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 19, 1863.

SIR: Should it be deemed advisable to attack the enemy's fleet by boarding, the following suggestions are recommended for your consideration:

Means of boarding the enemy.

First. Rowboats and barges, of which Charleston can furnish a large number.

Second. Small steamers, two or three to attack each vessel.

Third. The hull of a single-decked vessel, without spars, divided into several water-tight compartments by cross bulkheads, and with decks and hatches tight, may have a deck load of compressed cotton, so placed on either side and forward and aft as to leave a space fore and aft in the center. A light scaffold, to extend from the upper tier of cotton 10 or 15 feet over the side and leading to the enemy's turret when alongside the ironclad, and over which it can be boarded at the same time that boarding would be done from forward and aft. This could be made permanent or to lower at will.

The boarders to be divided into parties of tens and twenties, each under a leader. One of these parties to be prepared with iron wedges to wedge between the turret and the deck; a second party of ten to cover the pilot house with wet blankets; a third party of twenty to throw powder down the smoke[stack] or to cover it; another party of twenty provided with turpentine or camphene in glass vessels to smash over the turret and with inextinguishable liquid fire to follow it; another party of twenty to watch every opening in the deck or turret, provided with sulphureted cartridges, etc., to smoke the enemy out. Light ladders, weighing a few pounds only, could be provided to reach the top of the turret.

A rough drawing illustrative of this design is enclosed.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant WM. A. WEBB, C. S. Navy,
Richmond, Va.

Instructions from Lieutenant Webb, C. S. Navy, to Lieutenant Dozier, C. S. Navy, regarding the defense of Charleston Harbor.

CHARLESTON, S. C., *March 23, 1863.*

SIR: You are selected in this important expedition to carry out the design of the Navy Department, and you will be careful to preserve order and enforce strict obedience at all hazards. Be careful to select the coolest and best men under your command to discharge the torpedoes, and should the ironclads pass the batteries the first and main object is to destroy them by means of torpedoes, failing in which you will immediately board them and carry into effect the programme herewith enclosed. You will keep a vigilant watch upon your leader and follow his motions, and should the boat ahead of you gain a foothold upon the first ironclad you will sheer off and attack the next in order.

After the first attack is made confusion in some degree may follow, when, I trust, your own judgment may be equal to the contest.

Very respectfully,

W. A. WEBB,
Lieutenant, Commanding.

Lieutenant WM. G. DOZIER, C. S. Navy.

[Telegram.]

CHARLESTON, *March 26, 1863.*

The small boat alluded to in your dispatch* this morning was the naval boat with torpedo. It reported at Fort Sumter. The waves broke off the shaft to which the torpedo was attached and the expedition was therefore unsuccessful.

WILLIAM F. NANCE,
Acting Adjutant-General.

General TRAPIER.

Order of the Secretary of the Navy to Commander Page, C. S. Navy, regarding reports on ordnance.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, April 3, 1863.

SIR: You will please instruct the commanding officers of the vessels and batteries under your command in which navy guns are mounted to make the following reports, quarterly, to the officer of ordnance and hydrography:

The number of times each gun is fired, with the weight and kind of projectile and charge of powder, stating also the number of each gun and other distinguishing marks upon it.

In the first report, to be forwarded on the 1st of July next, should be stated, as far as can be ascertained, the number of times each gun has been fired previous to the receipt of this order, giving the charge of powder and weight and kind of projectile if practicable.

This information is deemed very important and is required for special purposes, and you will enjoin upon the officers the necessity of furnishing it in full.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander R. L. PAGE, C. S. Navy,
Commanding Forces Afloat, Savannah, Ga.

General order of Brigadier-General Mercer, C. S. Army, announcing the authority of Commander Page, C. S. Navy, relative to naval matters in the military district of Georgia.

GENERAL ORDERS, { HDQRS. MILITARY DISTRICT OF GEORGIA,
No. 24. } *Savannah, April 4, 1863.*

I. Captain R. L. Page, C. S. Navy, having been assigned to the command of the naval forces afloat at this point, it is hereby announced, for the information of the troops in this district, that all orders emanating from Captain R. L. Page, C. S. Navy, which refer to naval movements, the regulations of signals, the observation of the enemy's fleet, and other matters within the sphere of his action will be regarded as official and will be respected accordingly.

II. Telegraph and signal operators in this district will receive and transmit official messages for Captain Page, or by his order, over the

Government lines in this district without further authority from these headquarters.

III. Passports from Captain Page will be recognized by officers and guards in this command.

IV. All orders signed by such aids of Captain Page as may be hereafter appointed will be duly respected.

By order of Brigadier-General [H. W.] Mercer;

GEORGE A. MERCER,
Captain and Acting Adjutant-General.

Letter from Major Pringle, C. S. Army, to Lieutenant Webb, C. S. Navy, of the disposition of various steamers.

QUARTERMASTER'S OFFICE,
Charleston, [S. C.], April 4, 1863.

CAPTAIN: The steamer *Etiwan* is ashore and will not get off for some time. The *Marion* has been turned over to the Engineer Department by orders of General Beauregard. The *Randolph* will soon be at March's Wharf, and the *Clinch* has already been turned over to Captain McGary, C. S. Navy. The *Sumter* is not yet ready for service.

I am, respectfully, your obedient servant,

MOTTE A. PRINGLE,
Major and Quartermaster.

Captain WEBB, C. S. Navy.

[Telegram.]

FORT SUMTER, April 5, [1863].

GENERAL: I have the honor to report twenty-seven vessels in sight, including six monitors.

Very respectfully, your obedient servant,

ALFRED RHETT,
Colonel, Commanding.

Brigadier-General TRAPIER.

[Telegram.]

FORT SUMTER, April 5, [1863].

GENERAL: The enemy are mustering outside the bar. Have everything in readiness and keep a sharp lookout to-day and to-night. I am going to hoist all the flags and fire a broadside to show that I am ready.

Very respectfully, your obedient servant,

R. S. RIPLEY,
Brigadier-General, Commanding.

Brigadier-General J. H. TRAPIER,
Commanding Forces, Sullivan's Island.

[Telegram.]

FORT SUMTER, April 5, [1863].

You had better fire a round at Fort Moultrie and Battery Bee.

R. S. RIPLEY,

Brigadier-General, Commanding.

Brigadier-General TRAPIER.

[Telegram.]

CHARLESTON, S. C., April 6, 1863.

Enemy's ironclads (nine) have all crossed the bar, and are moving in as if to engage us. Can not the naval commander [at] Savannah be induced to make a descent at once on Port Royal and effect a diversion?

G. T. BEAUREGARD.

Brigadier-General H. W. MERCER,

Savannah, Ga.

Order of General Beauregard, C. S. Army, to Captain Lee, C. S. Engineers, to prepare to destroy the torpedo ram under his command at a moment's warning.

HDQRS. DEPT. SOUTH CAROLINA, GEORGIA, AND FLORIDA,

Charleston, S. C., April 6, 1863.

CAPTAIN: I am instructed by the general commanding to direct that all the necessary arrangements be made to insure the complete destruction of the torpedo ram under your charge at a moment's warning.

Respectfully, your obedient servant,

A. N. TOUTANT BEAUREGARD,

Aid-de-Camp.

Captain FRANCIS D. LEE,

C. S. Engineers, Charleston, S. C.

[Telegram.]

CHARLESTON, April 6, 1863.

Twenty-four wooden vessels, the *Ironsides*, and six monitors off bar. Two monitors apparently this side of bar. Sixteen steamers and eight schooners in Stono off Cole's and Goat islands. Steamers moving about all night. Activity in fleet all night, and this morning enemy landing on Goat Island.

G. T. BEAUREGARD.

General S. COOPER,

Adjutant and Inspector General.

[Telegram.]

CHARLESTON, S. C., April 6, 1863.

Ironclads moving in, 2:40 p. m.; nearest in line with beach at Morris Island at low water. Thirty-three vessels in Stono.

G. T. BEAUREGARD.

JAMES A. SEDDON,

Secretary of War.

[Telegram.]

CHARLESTON, S. C., *April 6, 1863.*

Two ironclads appear to have passed within bar, but make no demonstrations of attack; other seven still remain outside. Great activity in fleet. Some 5,000 troops are apparently landed on small islands about mouth Stono. Will keep you advised.

THOMAS JORDAN,
Chief of Staff.

M. L. BONHAM,
Governor of South Carolina, Columbia, S. C.

[Duplicate to Hon. James L. Orr, Richmond, Va.]

[Telegram.]

SULLIVAN'S ISLAND, *April 6, 1863.*

I urged upon the sentinel last night the utmost vigilance in view of the expected attack. I visited some of the posts before 12, and all of them after 12 o'clock in the night. All of the guards turned out promptly and were well instructed, except the guard at the wharf. On this morning, 8:15 o'clock, six ironclads are in sight.

Respectfully submitted.

O. M. DANTZLER,
*Lieutenant-Colonel Twentieth South Carolina Volunteers
and Field Officer of the Day.*

W. C. HANE,
Acting Adjutant Post.

[Telegram.]

FORT SUMTER, *April 6, [1863].*

All right; let the people be well fed without regard to commissary regulations, if you think best. The harbor row is over until next tide, I think. Am going to town. Return in about six hours. Probably have another torpedo down this afternoon.

R. S. RIPLEY,
Brigadier-General.

Brigadier-General TRAPIER.

Order of Commander Tucker, C. S. Navy, to Lieutenant Webb, C. S. Navy, to require from John Fraser & Co. certain steamships for the defense of Charleston Harbor.

C. S. S. CHICORA,
Charleston Harbor, [S. C.], April 7, 1863.

SIR: You will be pleased to call upon Mr. Wagner, of the firm of John Fraser & Co., [and] inform him that you require the steamships named for the defense of the harbor, and that you must and will have them.

I have just received a telegram from the Secretary of the Navy authorizing me to assume any responsibility demanded by the occasion. Therefore, if you require those steamships, take them.

See General Beauregard and confer with him on this subject; if you need force, apply to him.

See Mr. Wagner and effect this object quietly and pleasantly if possible.

Very respectfully, your obedient servant,

J. R. TUCKER,
Commanding Afloat.

Lieutenant Commanding W. A. WEBB, C. S. Navy,
Commanding Special Expedition, Charleston, S. C.

You must also retain their engineers, firemen, and coal heavers, and any other persons you may need.

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* Formerly *Emily St. Pierre*.

† *See also Fingal*, steamer.

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* Name changed to Bonita, which see.

† Formerly the General Miramon.

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† Name changed to Southern Belle.

* More familiarly known as the C. S. S. Florida.

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†Formerly Garibaldi.

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* Formerly Everglade; afterwards Oconee.

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